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FOURTH

ANNUAL REPORT

OF THE

RAILROAD COMMISSIONER

OF THE

STATE OF VERMONT

TO THE

GENERAL ASSEMBLY,

1859.

BURLINGTON:
FREE PRESS PRINT.
1859.

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REPORT OF RAILROAD COMMISSIONER.

TO THE GENERAL ASSEMBLY OF THE STATE OF VERMONT :

The undersigned respectfully submits the following Report upon the condition and management of the Railroads in this State, for the current official year.

I.

LEGISLATION RESPECTING THE VERMONT RAILROADS.

The eighth Section of the law of 1855, which establishes the office of Railroad Commissioner, requires him to "report what further legal provisions should, in his opinion, be adopted in relation to railroads." In compliance with this requirement, the undersigned, in his report to the General Assembly at its session in 1858, recommended the enactment of various regulations for the government of the railroads in Vermont. So far as the undersigned is advised, no direct action was had by the General Assembly upon the expediency of adopting any or all of the suggestions of the report, and as the opinions of the Commissioner are unchanged with respect to the powers of the legislature, the principles which ought to govern its action on this subject, and the importance and propriety of most of the changes proposed by him in the laws affecting railroad corporations, he deems it his duty to renew his former recommendations, with one or two exceptions, and presents such further conclusions as have been derived from longer observation, and increased acquaintance with the great interests involved in the conduct of our railroads.

The special provisions proposed by the Commissioner are :

1. That he be authorized and required to prepare a revision and compilation of the existing laws of this State relating to railroads, with or without the acts of incorporation, for publication.

It is believed that the public convenience would be promoted by such a revision, and it is recommended, that provision be made by law for preparing the same, and reporting it to the General Assembly at its next session.

2. It is recommended that the Commissioner be empowered to order the repair of bridges and other railroad structures, whenever he shall deem the same necessary for the safe and convenient transportation of passengers over the lines of the railroads.

The general experience of the American States abundantly shows that a power of this nature ought to be lodged in some body other than the Directors and Managers of the railroads. Although no fatal accident is known to have recently happened in Vermont from the insufficient state of repair of the roads, yet it is certain that bridges on some of them are in a condition to excite apprehensions of danger. and that there are many points on different lines, where the embankments of the road and the slopes of deep cuts, are imperfectly secured against the effects of frost and rain, and where, of course, at every change of season there is a liability to very calamitous accidents. The criminal negligence of directors in neighboring as well as distant States, has, within the past year, occasioned great loss of life, from want of repairs obviously necessary, and there seems to be no good reason why the legislature should not take measures to prevent accidents and injuries, for which there can never be an adequate redress.

3. Most of the railroads in Vermont run cars over the entire distance between terminus and terminus without change, and during the past season cars have run, without change, from Boston to the northern terminus of the Rutland and Burlington railroad. On many roads the same thing is done for much greater distances, and there is no valid reason why the Vermont railroads should not all afford to their passengers the same convenience. There can be no change of cars without annoyance to passengers, or without risk of mistake of trains and loss of baggage, and vexatious accidents of

this sort are continually occurring at all stations where such changes are made. The trifling advantages to the companies from making these changes are no compensation for the serious evils thereby occasioned to the public, and the Commissioner is of opinion that all railroad companies should be required to transport passengers without change of cars from terminus to terminus. Upon a former occasion, the undersigned adverted to a gross case of abuse of this nature, and he thinks it his duty again to call attention to it as an instance of a palpable violation of charter obligations, which the guardians of the public ought no longer to tolerate. He refers to the change which travellers upon the Central railroad passing to and from Lake Champlain and its borders are compelled to make at Essex Junction. The change in question is made not for any purpose of necessity or convenience to the Central railroad or to passengers upon it, but solely to accommodate the Vermont & Canada road, and in violation of the implied obligation of the Central road to convey passengers over its route without unnecessary annoyances of this or of any other sort. The people of Western Vermont having occasion to communicate with the capital and other portions of the State upon the line of the Central railroad have been exposed to this inconvenience ever since the construction of the roads which meet at Essex, for no reason except that it suited the purposes of the Vermont & Canada road to interrupt the travel upon the Central road at that point, and the failure of the Vermont & Canada road to fulfil the conditions of its charter by the construction of an independent route to the Lake is made the excuse for a wanton disregard, on the part of the Central railroad, of duties, the due performance of which constitutes the sole consideration for the privileges secured by its charter.

The Trustees of the 1st Mortgage Bonds of the Vermont Central railroad in their reply to the eleventh question proposed by the Commissioner, Appendix, p. 33, say that "a change of cars at Essex is deemed necessary for the proper accommodation of the travelling public." The undersigned does not deem it necessary to make any remarks upon the character of this reply further than to say that but a moderate amount of intelligence is required to perceive, that whatever advantage may accrue to the railroads from the arrangement, the 'travelling public' is in no respect 'accommodated' by

submitting to an annoyance which might be prevented by running another car. The saving of this expense is an obvious, though a very inadequate, motive for making the change, and it is easy to see that a stronger one might be found in the power of thus giving the combined roads an unfair and unlawful advantage over a rival route, by exposing through passengers who might choose that route to inconvenience and vexation.

4. Although the particular inconveniences complained of last year in the break of connection between the Vermont Central and the Rutland and Burlington railroads, and which led to a special inquiry by the General Assembly, have been removed by mutual agreement, the Commissioner is still of opinion that power ought to be lodged somewhere to prevent the repetition of such abuses. The history of the past sufficiently shows that the public rights in the enjoyment of the use of railroads cannot safely be entrusted to interested hands. The existing statutes provide a remedy only in the case of difficulties of connection by passage of *cars* from road to road, not for cases of connection by transfer of *passengers*, and the law is evidently defective.

There is another point belonging to this head which in the opinion of the undersigned demands legislative interference. It is that of the connection between Vermont railroads and roads chartered by other States, and, of course, not under the control of the laws of Vermont. It is believed that the Vermont railroads ought not to be permitted to lose their regular connections in the State by waiting for trains delayed beyond their time on roads out of the jurisdiction of this State. A case which fell under the notice of the Commissioner since the last report will serve for illustration. The Rutland & Burlington afternoon train from Rutland for the North was due at Burlington in time to connect with the Vermont Central evening train for the East. On the occasion referred to, several passengers, desiring to take the train last referred to, arrived at Rutland from the South and West before the time fixed for the departure of the afternoon train for the North. The Boston train connecting with the Rutland & Burlington road at Bellows Falls, was detained by an accident in New Hampshire, and did not reach Bellows Falls until two hours after time, and the train on the Rutland & Burlington

road instead of leaving Bellows Falls at the regular hour waited until the arrival of the Boston train. The passengers who were waiting at Rutland insisted on their right to be forwarded to Burlington in time to connect with the Central train, but the agents of the Rutland & Burlington road refused to send them on until the arrival of the train from Bellows Falls. In consequence of this delay the passengers referred to missed the connection at Burlington, and, to say nothing of loss of time, were subjected to an expense, no doubt, exceeding what it would have cost to run a special train through at the regular hour. The company, the undersigned doubts not, was liable for damages to the persons so detained, but the amount suffered by each was too small to induce a resort to a court of law, and thus, in this, and other similar cases, the wrong remains unredressed. The commissioner thinks that a compliance of railroad companies with their engagements of this sort, ought to be secured, not by leaving individuals to a remedy which is worse than the injury, but by a penalty sufficient to furnish a more effectual motive than railroad managers are apt to find in the sense of right or the fear of civil responsibilities.

5. It is believed that railroad companies ought to be allowed to charge passengers who neglect to buy tickets at the offices a small extra fare, by way of compensation for the inconvenience and risk of loss in receiving money in the cars. On the other hand, as every person in the habit of railroad travelling must have observed, it is the custom of many roads to open their ticket offices only a very few minutes before the departure of trains, and consequently travellers arriving by other routes have not time to attend to their baggage, and procure tickets. It is recommended that the ticket-agents and baggage-masters be required to be in attendance at their posts for the sale of tickets and checking of baggage, for one full half hour next before the departure or passage of every passenger train.

6. The Commissioner thinks that more efficient means ought to be adopted for giving notice of the arrival of trains at stations, and thus preventing the carrying of passengers beyond their destinations, which is an accident of very frequent occurrence. A proper method would be to place over the forward door on the inside of every car

immediately after passing a station a tablet with the name of the next station, conspicuously painted upon it.

7. The Commissioner believes that legal provision ought to be made for securing to creditors and stockholders of railroads free and unrestricted access to all books, accounts, contracts and proceedings of the companies, and of all trustees, assignees or other persons acting in behalf of them. No honest purpose can be subserved by the denial of such information to persons interested in obtaining it, and it is recommended that the directors, clerks, officers and agents of railroad companies be required to exhibit all books or other evidences relating to the pecuniary affairs of the companies to any stockholder, or party litigant against such company, on demand.

8. It is evident, from the number of points above presented for consideration, and the multitude of ever varying details involved in them, that the legislature, in sessions so brief as those of the General Assembly of Vermont, will seldom have leisure for the full examination of them and for judicious action upon them. Serious inconveniences might sometimes arise from the adoption of experimental measures, which, however inexpedient they might prove in actual practice, must remain in force until repealed by a subsequent legislature, and it is probably for these two reasons that the General Assembly has hitherto refrained from exercising its powers in many cases of corporate abuses where a relief has been urgently demanded. In the opinion of the undersigned the proper remedy is in the creation of a Board to which, under proper restrictions, the general controlling power of the State over the management of railroad companies shall be delegated, and it is believed that there exists no sound constitutional or prudential objection to the bill reported to the General Assembly at the October session of 1855, by the very able Board of Commissioners appointed for that purpose.

The undersigned is persuaded that the adoption of the plan recommended by that Board, would prove a more complete and satisfactory remedy for existing or apprehended evils than any special legislation whatever. The Commissioners, however, ought to be invested with larger powers than were conferred by the bill in question, and authorized to make such regulations with respect to modes and times of connection and running as the public convenience as, well as *safety* should require.

II. FORFEITURE OF CHARTERS.

In pursuance of the requirements of the statute of 1855, the Commissioner reports that the Vermont and Canada Railroad Company has neglected to comply with the provisions of the Act of 1858, extending the time for forming a connection between that road and the Rutland and Burlington railroad, and consequently the act of incorporation of said Vermont and Canada Railroad Company, has become void. For a history of the proceedings of the company on this subject the Commissioner refers to the answer of William P. Parrott to the nineteenth question of the Commissioner on pp. 9, 10 and 11 of the Appendix hereunto.

The undersigned is informed that a petition will be presented to the General Assembly at the present session in behalf of said company for further legislation on this subject. The Commissioner does not deem it within his province to express an opinion on the expediency of such legislation, but, referring to what he has said in this and a former report on the connection at Essex Junction, he thinks it his duty to say that a further extension of the liberal period originally allowed for the fulfilment of its charter obligations ought not to be granted, except upon such conditions as will prevent the company from longer obstructing the free communication between Eastern and Western Vermont, and thereby becoming a continuing and perpetual nuisance to all persons who have occasion to pass, by the Central route, from one boundary of the State to the other.

III. GENERAL MANAGEMENT OF RAILROADS.

The Commissioner is happy to say that with the exception of the abuses he has pointed out, the general management of the Vermont railroads has been satisfactory during the past year, while the improvement in the financial condition, the enlarged facilities, and especially the measures for the extension of the routes of others, are highly creditable to the energy and ability of those who are intrusted with their direction. The Commissioner believes that the best good of the stockholders and creditors of the roads, as well

of the commonwealth at large, will be most effectually promoted by a strict supervision of the operations of the companies by the constituted authorities of the State, and that such legislation as will ensure the fullest compliance with all the express and implied obligations of the companies to the public will be most conducive to the advantage of all concerned, except speculators and speculators, the furtherance of whose private interests is not one of the appropriate functions of the legislature of Vermont.

IV.

REPORTS OF RAILROAD COMPANIES.

No report has been received from the Western Vermont Railroad Company. The Commissioner is informed by the late Receiver of that company, that from the 1st of January last "the Troy and Boston Railroad Company has been in possession" of that road. Notice of the change was not given to the Commissioner until too late a period for him to call on the party in possession for the usual returns, but the questions and blanks were forwarded to the office of the Company at the same time as to the other railroad offices in the State.

The returns received are hereunto attached.

All which is respectfully submitted.

GEORGE P. MARSH,

Railroad Commissioner.

Burlington, October 13, 1859.

APPENDIX.

A.

QUESTIONS

Addressed to the several Railroad Companies in Vermont, by the Commissioner.

1. What changes, if any, have taken place in the persons, whether trustees, assignees, lessees, mortgagees, or directors, concerned in the management of the———Rail Road, since the date of the last report?

2. Please give a statement of the pecuniary condition of said Railroad, substantially as in the Reports of the Vermont Rail Roads for former years, setting forth particularly all salaries or emoluments and the names of the persons receiving the same; and also whether services of the nature indicated, and in amount adequate to the sums paid, according to the rates of compensation usually allowed by *solvent* Rail Road companies in New England, have been actually rendered by each of said persons.

3. What sums have been paid or contracted to be paid to legal advisers and attorneys, since the date of the last report, and to what persons have such sums been paid or promised?

4. Has any bonus, gratuity or compensation of any sort been paid or promised to be paid out of the funds of the company, or of the creditors or other persons beneficially entitled to the same, or has any benefit or advantage been conferred upon any person at the cost of the company, for any services, real or pretended, other than such as appear from your answers to preceding questions?

5. Do you know or have you probable cause to believe that any trustee, director, or other officer or agent of said company or any of the persons who control and manage the affairs of said company, are in any manner secretly interested in any contracts made or executed in behalf of said company since the last report? If so, set forth the particulars.

6. Have all purchases and contracts made on account of said company or its managers, so far as lies within your knowledge, been concluded at fair and reasonable prices, and with a *bona fide* purpose in making the same, on the part of said company and its agents and managers? If not, set forth the particulars.

7. Has said Railroad been kept constantly under the supervision of professional engineers, and if so what are the names of such engineers and their respective sections; and have all repairs and reconstructions recommended by such engineers been promptly made? If not, for what reason have such repairs been neglected or delayed?

8. What provision is made for the inspection of the track; is it inspected before the passage of each passenger train; and if so, by what agents and how long before the time of the train; and if not, at what intervals?

9. Are any important repairs contracted for or proposed during the coming year, and if so, what?

10. What persons, or classes of persons, are allowed free passage over said road, or passage at reduced rates, and what are the powers and duties of the conductors in respect to free passages?

11. For what reasons of necessity or of convenience are passengers required to change cars at———

12. For what reasons of necessity or convenience are passengers by the evening trains detained at ————— for the night, instead of proceeding to the respective termini of the road, without detention?

13. Have the passenger cars of your road uniformly made the connexions indicated by their advertisements, and if not, how many have been the failures, and for what causes?

14. Is your road operated independently of other roads, and if not, to what extent, and under what circumstances, are trains on your road

allowed to be detained by delays of trains on other roads? Set forth particularly the contracts or arrangements by which your trains may be detained by such delays.

15. Have other Vermont companies, conterminous or connecting with your road, been ready and willing to run trains at such hours as to connect with your road in a manner advantageous to the travelling public and mutually convenient to both roads? If not, set forth particulars.

16. Have such other companies manifested a disposition to afford you reasonable facilities with respect to the transfer of freight from one line to another? If not, set forth wherein.

17. Is it in your opinion necessary or expedient that Rail Road conductors should be invested with other or greater powers for the purpose of securing good order among passengers in the cars?

18. Can you suggest any legislation, general or special, advantageous to the interests of the Railroads and the public?

B. ANNUAL REPORT

OF THE VERMONT & CANADA RAILROAD COMPANY FOR THE YEAR ENDING
JUNE 30, 1859.

TABLE A.

STOCK AND DEBTS.

The capital stock of the Company is in amount, . . . \$1,348,500

Represented by 13,485 shares.

This Company has no funded debt.

There are claims against the Company unsettled,
amounting to a few thousand dollars, the exact
amount being in dispute.

TABLE B.

COST OF CONSTRUCTION.

The cost of construction is represented by the amount

of the capital stock, viz : \$1,348,500

The Directors of the Company have no control over the running of the Road, but refer to the report of the Trustees of the Vermont Central Railroad for the details required by this table.

In reply to tables C to K inclusive, we report that this road is run and managed by the Trustees of the first mortgage bonds of the Vermont Central Railroad Co., under an order of the Court of Chancery, and that we have not information to enable us to report the required details.

TABLE C.

EQUIPMENT.

The Vermont and Canada Railroad Company owns no equipment of any kind, that being furnished under the lease by the Vermont Central Railroad Company.

TABLE D.

ESTIMATED VALUE OF THE PROPERTY OF THE COMPANY.

TABLE E.

CHARACTERISTICS OF ROAD.

Reference is made to the report of the trustees of the First Mortgage of the Vermont Central.

GRADIENTS AND ALIGNMENT.

Reference is made to the report of the Trustees of the First Mortgage of the Vermont Central Railroad.

EQUIPMENT.

This Company has no equipment.

TABLE F.

BUSINESS OF THE YEAR.

This road is run by the Trustees of the Vermont Central Railroad.

ANNUAL REPORT OF THE

TABLE G.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

Same answer as to Table F.

TABLE H.

COST OF OPERATING THE ROAD.

See answer to table F.

TABLE I.

EARNINGS, RECEIPTS AND PAYMENTS.

See answer to table F.

TABLE J.

ACCIDENTS.

TABLE K.

EMPLOYEES AND COMPENSATION.

For the answers to this table reference is made to the account annexed.

OFFICERS OF THE COMPANY.

The Directors of the Company are:

WM. P. PARROTT, *President.*

H. M. BATES, *Vice President.*

W. H. H. BINGHAM.

THOS. E. POWERS

WM. PARSONS,

GEO. M. BROWN,

SIDNEY HOMER.

SALARIES.

President,	\$2,500
Clerk and Treasurer,	800
Total Salaries,	<u>\$2,800</u>

ACCOUNT OF EXPENDITURES OF THE VERMONT & CANADA RAILROAD,
JULY 1, 1859.

Salaries.

Wm. P. Parrott, President,	\$2,500	00	
Geo. Nichols, Clerk,	300	00	
Chas. Barrett, Treasurer, for 1858,	100	00	2,900 00
On account of Survey of Branch,			400 15

Law Expenses.

J. C. Winch, Sheriff,	38	38	
Geo. F. Edmunds, counsel,	500	00	
J. H. Orcutt,	19	50	
M. B. Curtis & Co., } Witness' expense, ...	11	75	
C. E. House, }	4	05	
T. P. Redfield, counsel,	250	00	
Geo. S. Hale,	8	66	
J. L. Bachelder,	11	28	
E. M. McPherson, accountant,	232	50	
Peter T. Washburn, counsel,	50	00	
L. Brainerd,	5	00	1,131 12

Incidentals.

Paid by the President,	238	57	
Telegraph Co.,	7	73	
Advertising,	9	75	
Express,		88	
J. H. Brainerd,	10	33	
Edwards, Fernald & Kershaw,	95	00	362 26

Old demands.

Asa O. Aldis, law services,	1,471	55	
E. B. Whiting, advertising,	45	33	
Thompson & Franklin, execution,	488	23	2,005 11
			<hr/> \$6,780 64

ANSWERS TO THE COMMISSIONER'S QUESTIONS.

The following answers to the special questions from the Commissioner are respectfully submitted.

ANSWER TO QUESTION 1.—No change has taken place in the Board of Directors since the date of the last report. Mr. John G. Smith of St. Albans, and Mr. Joseph Clark of Milton, are now receivers, in the place of Mr. John Smith, deceased, and Mr. George M. Dexter, who resigned as a trustee of the first mortgage of the Vermont Central Railroad.

ANSWER TO QUESTION 2.—The Vermont and Canada Railroad is now run by the trustees of the first mortgage of the Vermont Central Railroad, viz : Lawrence Brainerd and John G. Smith of St. Albans, and Joseph Clark of Milton, appointed by the Court of Chancery receivers pending the application of the Vermont and Canada company for possession under the lease of that road to the Vermont Central Railroad, and the directors of the Vermont and Canada Railroad have no control over their own road, or any person employed in managing the same, and the two reports of the Central and Canada roads have been heretofore made as the report of one line of road. The only expenditures made by this Board are those incident to the protection of the property, the preservation of the rights of the Corporation, and in compliance with the requisition for building the branch into Burlington. A detailed statement of the account of expenditures is annexed and reference made thereto in answer to the third and fourth questions.

In answer to the questions five to eighteen, inclusive, reference is made to the above answer and to the report of the Receivers.

ANSWER TO QUESTION 19—All the steps in relation to forming a connection with the Rutland and Burlington road at Burlington according to the act of General Assembly at the last Session thereof, respecting such connection, have been taken, which were within the control of the Board of Directors, and so far as their authority and the means of the Corporation at their disposal extended, they have exerted themselves to conform to the provisions of that act.

The following action has been had on this subject by the Stockholders and other persons acting in behalf of the Vermont and Canada Railroad Company.

On the 29th day of December, 1858, the act in addition to and amendment of the Charter of the Vermont and Canada Rail road Company, approved November 18, 1858, was accepted in accordance with the provisions of the said act.

On the 19th day of January 1858, a vote was passed by the Directors authorizing the President to cause a survey of the route indicated by the said act, to made at as early a day as in his opinion may be deemed practicable. On the 23d day of February the examination of the route was commenced, and on the 2nd of March a surveying party was put upon the line, and their survey continued with as much regularity as the season would permit, until the 24th of the same month when the preliminary survey was completed and the first estimate was made.

Subsequently a small party was engaged from time to time until the 21st of June in making such further surveys as were deemed expedient to obtain the best final location for the branch.

On the 19th day of May 1859, a special meeting of the Stockholders was held at Northfield and a report relative to the survey and location of the branch was presented and read, and votes were passed authorizing the Directors to locate and build the branch into Burlington, to borrow money to pay the cost of construction, and, if necessary, to mortgage the road as security for the re-payment of the monies borrowed for that purpose.

On the 2nd of June, by vote of the Directors, a committee was appointed to make contracts for building the branch and to make application to the Chancellors for an order upon the receivers for funds sufficient to enable the Vermont and Canada Railroad Company to comply with the conditions of the act of the General Assembly. The committee under this vote made contracts upon very favorable terms for the construction of the whole work ready for the cars, run, excepting the land damages.

On the 7th day of July, 1859, a special meeting of the Stockholders was held at Northfield. At this meeting votes were passed rescinding the authority given at the meeting on the 19th of May for raising money on the credit of the Company, and the Directors were instructed not to go on with the building of the branch.

An application was made to the Chancellor in due form, as required by the vote of the Directors, and the hearing appointed for the

1st day of July, at which time the application was resisted, and a further hearing postponed to the 20th of July, at which time a further hearing was had, which resulted in the refusal of the application.

The Directors having no means at their disposal belonging to the Company, have taken no further steps towards the construction of the branch.

ANSWER TO QUESTION 20.—The bridges referred to are not under our management and control, and we respectfully refer the Commissioner to the Receivers for an answer to this question.

STATE OF VERMONT, }
WASHINGTON COUNTY, SS. }

I, William P. Parrott, depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by me, are true and correct according to the best of my knowledge, information and belief.

Signed,

WM. P. PARROTT.

Subscribed and sworn before me this 3d of September, 1859.

C. H. JOYCE, *Master in Chancery.*

C.

ANNUAL REPORT

OF THE TRUSTEES OF THE VERMONT CENTRAL RAILROAD COMPANY FOR
THE YEAR ENDING JUNE 30, 1859.

To the Railroad Commissioner of the State of Vermont : This report has been prepared in obedience to the laws of the State (as nearly as the accounts will allow) and your circular dated July 1st, 1859, and includes earnings of Vt. Central and Vt. & Canada Railroads together, they both being in the care of Trustees 1st Mortgage Bonds Vt. Central Railroad.

L. BRAINERD,
JOSEPH CLARK,
J. GREGORY SMITH, } Trustees.

G. MERRILL, *Supt.*

For Trustees 1st. Mortgage Bonds Vt. Central Railroad.

TABLE A.

STOCK AND DEBTS.

1. The amount of capital stock as by charter, is unlimited.
 2. " " " " subscribed,.....\$
 3. " " " " paid in as by last report,\$
 4. " " " " now paid in,.....\$5,000,000
- Average of all the issues of stock is \$50 on 100,000 shares, \$5,000,000.

CLASSES OF STOCK OF VERMONT CENTRAL RAILROAD.

Number of Shares,.....	\$100,000
Par value, average, \$50.	
Cash realized,.....	\$5,000,000

TABLE B.

COST OF CONSTRUCTION.

The division of construction account not having been kept in accordance with this table, the details cannot be accurately given.

The total cost of Vt. Central Railroad was \$8,402,054.92.

TABLE C.

EQUIPMENT.

For locomotive engines and fixtures, (including snow ploughs,) by last report,	
Amount now expended for the same,	
For passenger and baggage cars, by last report,	
Amount now expended for the same,	
For freight cars, by last report,	
Amount now expended for the same,	
Gravel cars, by last report,	
Amount now expended for the same,	
Hand cars and repair cars, by last report,	
Amount now expended for the same,	
Tools, &c.,	

Details of the account were not kept so as to answer the above questions.

Total cost of Road and Equipment,\$8,402,054.92

TABLE D.

ESTIMATED VALUE OF PROPERTY OF COMPANY.

Value uncertain.

TABLE E.

CHARACTERISTICS OF ROAD.

Length of road,	166 miles.
" " completed,	166 "
" side tracks,	7 1-2 miles about.
Weight of rail per yard,	54 to 64 lbs.
Width of earth cuts at grade,	26 feet.
" rock " " 	26 "
Slope of earth cuts,	1 1-2 to 1
" " rock " 	1 to 4
Width of embankments at grade,	say 14 feet.
Number of locomotive engine houses and shops,	6
" " engines,	42
" passenger cars,	26
" baggage, express and mail cars,	9
" freight cars,	784

CHARACTER AND LENGTH OF BRIDGING.

	No. of Structures.	No. of Spans.	Length of bridging in feet.
Piles and Stringers,.....	1		2,800
Piles and Cribs with stringers,	2		4,590
Truss bridging, 50 feet span and under,.....	42	52	1,603
Truss do. from 50 to 100 ft. span,.....	6	6	354
Truss do. from 100 to 150 ft. span,.....	32	57	8,103
Truss do. 150 ft. span & over, }	2		339
Draw bridges and draw boat,			
Totals,.....	85	116	17,790

Number of road crossings at grade,.....87

“ “ “ “ above and below grade,.....31

Number of cross ties per mile,.....2,059

Average length and size of cross ties,.....7 1-2 feet 6 x 9 inches.

Kinds of timber used for cross ties,.....hemlock, tamarack and
burnetized wood.

Chairs—number per mile,.....about 580

Wrought or cast iron,.....most of them cast.

Average weight of cast iron chair,.....21 lbs.

“ “ “ wrought iron,6 1-2 and 13 1-2 lbs

Whole number of single switches on main track,.....93

Kind of switches used,.....crank

GRADIENTS AND ALIGNMENT.

Level, number of miles,	} Part of the notes having been burn- ed, answer to these questions cannot be given until a new sur- vey is made.
From 20 to 30 feet, number of miles,	
“ 30 to 40 “ “ “	
“ 40 to 50 “ “ “	
“ 50 to 60 “ “ “	
“ 60 to 70 “ “ “	
Maximum grade,	main line 45 feet.
Amount of straight line miles,	(Vt. Central,) 85 miles
“ of curved,	“ 34 “
Maximum radius,	11,460
Minimum “	1.146
Sum of ascents going in one direction, }	
“ “ “ opposite direction, }	notes burnt

BUILDINGS AND FIXTURES.

Passenger houses,	29
Freight houses,	17
Engine houses,	6
Repair shops,	2
Water stations,	32
Dwellings,	7
Wood sheds,	44
Turn tables,	5
Other buildings, as follows :	
Car houses,	2
Stalls for Locomotive Engines,	32

EQUIPMENT.

Number of Locomotives owned by the Company on the 30th day of June, 1859 :

Engines and Tenders.	Under 16 tons.	16 to 20	20 to 25	25 to 30	30 Tons and over.
In use in good repair,.....			11	14	
In use requiring slight repair,.....			1	4	
In use requiring heavy repair,.....			3	2	1
Not in use in good repair,.....					
Not in use requiring slight repair,.....				1	
Not in use requiring heavy repair,.....	1			3	1
Worn out,.....					

Number of Cars owned by the Company, June 30, 1859 :

First class 8 wheel passenger cars in good repair,	12
“ “ “ “ “ wanting repair,	14
Second “ “ “ “ in good repair,	0
“ “ “ “ “ wanting repair,	0
Baggage, express and mail caas in good repair,	5
“ “ “ “ “ wanting repair,	4
Covered freight and cattle 8 wheel cars, in good repair,	344
Covered freight and cattle 8 wheel cars, wanting repair,	273
Platform 8 wheel cars, in good repair,	50
Other freight cars,	67
Gravel cars,	20
Iron cars,	37
Derrick cars,	3
Hand cars,	40

TABLE F.

BUSINESS OF THE YEAR.

Miles run by passenger trains,	219,782
Miles run by freight trains,	379,500
Miles run by gravel and construction trains,	8,582
“ “ “ wood trains,	9,398
Number of passengers carried in cars,	150,177
“ “ miles traveled by passengers,	5,877,470 1-2
“ “ tons of freight carried in cars one mile, ..	20,541,455 ⁴⁶³ / ₂₀₀₀
Average rate of speed of ordinary passenger trains, including stops,	about 24 miles per hour.
Rate of speed of same when in motion, ..	“ 28 “
Average rate of speed of express trains, including stop,	“ 26 “
Rate of speed when the same are in motion, ..	“ 28 “
Average rate of speed of freight trains, in- cluding stops,	“ 9 “
Rate of speed when the same are in motion, ..	“ 12 “
Rate of fare charged first class through pas- senger, per mile,	from 2 to 3 1-4 cents.
Rate of fare charged first class way passenger, per mile,	about 3 1-2 cents.
Average rate of fare charged second class pas- sengers, per mile,	about 1 1-2 cents.
Rate per ton per mile charged on 1st class through freight.	
“ “ “ “ 2d “ “ “	
“ “ “ “ 3d “ “ “	
“ “ “ “ 4th “ “ “	
“ “ “ “ 1st “ way “	
“ “ “ “ 2d “ “ “	
“ “ “ “ 3d “ “ “	
“ “ “ “ 4th “ “ “	

Rates vary from 1 1-4 to 5 cents per mile per ton for freight according to the season.

TABLE G.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE,

For the year ending June 30, 1859.

Ordinary repairs of road bed and railway,	\$54,674 68
Extraordinary repairs of road bed and railway, including widening cuts and embankments, rebuilding and re- pairing masonry, ballasting, &c.,	0,000 00
Cost of iron rails used in repairs, including chairs and spikes, and cost of laying down,	94,154 27
Cost of repairs of iron rails,	15,172 06
Number and kind of cross ties used for renewals,	
Cost of the same, including the expense of laying down,	18,197 41
Insurance and taxes on real estate,	0,000 00
Repairs of bridges, and tending union Boat and Draws,	21,174 66
“ “ stations,	10,112 36
“ “ fences,	3,303 99
“ “ masonry,	1,039 42
Total,	<hr/> \$217,828 80

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	\$63,743 80
Depreciation of the same,
Repairs of passenger and baggage cars,	14,446 03
Depreciation of the same,
Repairs of freight cars,	51,861 27
Depreciation of the same,
Repairs of tools and machinery in shops,	10,351 89
Oil used about workshops,	1,581 65
Fuel and waste,	4,704 39
Clerks,	000 00
Other items in details as follows:	
Repairs of gravel cars,	254 33
“ “ hand “	1,171 81
“ “ snow ploughs,	152 28
Total,	<hr/> \$148,267 45

TABLE H.

COST OF OPERATING THE ROAD.

For the year ending June 30, 1859.

Fuel, including cost of preparing the same,	\$71,539	17
Number of cords of wood used by same,	23,889	
Number of cords of wood used at stations,	3,350	
Number of cords lost by fire,	000	
Number of gallons of oil,	14,254	
Number of pounds of waste,	32,985	
Cost of oil and waste for engines and tenders,	5,684	99
“ “ “ “ “ passenger and baggage cars, ...	694	50
“ “ “ “ “ freight cars,	5,558	08
Loss and damage of goods,	4,423	87
Loss and damage of baggage,	266	46
Damage for injuries to persons,	128	73
Damages to property, including fire, and animals killed on the road,	588	75
Office expenses and stationery,	2,191	60
Agents,	21,745	21
Clerks, ticket master and master of transportation,	4,483	92
Labor, loading and unloading freight,	8,836	18
Porters and watchmen,	3,937	45
Switchmen,	3,594	08
Wood and water station attendance,	0,000	00
Conductors and baggage men,	14,012	31
Brakemen,	8,717	17
Enginemen and firemen,	25,295	66
For salaries of Trustees, President, Directors, Secretary, Treasurer and Superintendent,	18,642	66
For printing, stationery and office expenses,	0,000	00
“ law expenses	3,016	05

Other expenses in detail as follows :

Miscellaneous expenses passenger department,	1,987 76
“ “ freight “	2,690 81
Advertising, mails, Express, telegraph and other expenses not previously included,	12,463 98
Total,	<u>\$220,499 39</u>

RECAPITULATION OF EXPENSES.

Maintaining roadway,	217,828 80
Repairs of machinery,	148,267 45
Operating,	220,499 39
Total,	<u>\$586,595 64</u>

TABLE I.

EARNINGS, RECEIPTS AND PAYMENTS,

Earnings.

From passengers,	\$178,732 12
From freight,	494,607 17
From other sources,	28,982 24
Total,	\$702,271 53

Receipts.

From passengers,	
From freight,	
From other sources,	

Payments for other than for Construction.

For transportation expenses, viz :	
For passenger business,	\$37,405 25
“ freight “	106,014 17
“ other “	443,176 22
“ interest on funded debt,	
“ interest on floating debt,	
“ dividends,	
“ carried to surplus fund,	
“ amount of surplus fund,	
Total,	\$586,595 64

VALUE OF MATERIALS IN HAND.

Wood, cords of,	44 17 0	\$37,362 31
Oil, gallons of,	308	203 80
Iron rails, tons of, old,	000	000 00
" " new,	80	4,400 00
Chairs, pounds of,	120,000	1,200 00
Spikes, pounds of,	4,000	160 00
Ties, number of,	2,000	400 00
Iron and other metals unwrought,	}	\$49,739 59
" " " worked and partly worked...		
Lumber,		

Details of earnings for the year ending June 30, 1859.

SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers,	\$7,717 02	12,276 88	11,600 14	8,930 09	7,672 30	6,646 12
Way "	8,653 85	8,585 95	9,346 79	7,142 20	6,546 04	4,768 28
Through freight,	37,227 62	46,893 61	47,684 38	52,254 47	51,705 47	35,027 28
Way "	3,736 02	3,980 88	5,213 94	4,741 16	4,045 99	4,307 55
Express,	358 33	358 33	358 32	358 33	358 33	358 35
Transport of mail,	1,794 27	1,794 27	1,794 27	1,794 27	1,794 27	1,794 27
Use of engines,						
" " cars,						
Rent,						76 25
Other earnings specified in detail as follows:						
	\$59,487 11	73,839 92	76,297 85	75,220 52	72,122 40	52,978 10

VALUE OF MATERIALS ON HAND.

Wood, cords of,	44,470—	\$97,862 31
Oil, gallons of,	308—	203 80
Iron rails, tons of, old,	000—	000 00
“ “ new,	80—	4,400 00
Chairs, pounds of,	120,000—	1,200 00
Spikes, pounds of,	4,000—	160 00
Ties, number of,	2,000—	400 00
Iron and other metals unwrought,	}	\$49,739 59
“ “ “ worked and partly worked...		
Lumber,		

Details of earnings for the year ending June 30, 1889.

SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers,	\$7,717 02	12,276 88	11,600 14	8,930 09	7,672 30	6,646 12
Way "	8,653 85	8,585 95	9,646 79	7,142 20	6,546 04	4,768 28
Through freight,	37,227 62	46,893 61	47,684 38	52,254 47	51,705 47	35,027 28
Way "	3,736 02	3,980 88	5,213 94	4,741 16	4,045 99	4,307 55
Express,	358 33	358 33	358 32	358 33	358 33	358 35
Transport of mail,	1,794 27	1,794 27	1,794 27	1,794 27	1,794 27	1,794 27
Use of engines,						
" " cars,						
Rent,						76 25
Other earnings specified in detail as follows:						
	\$59,487 11	73,889 92	76,297 85	75,220 52	72,122 40	52,978 10

Earnings. (Continued.)

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers,.....	\$4,574 77	5,068 75	8,088 42	10,315 69	7,988 33	8,425 54
Way ".....	4,049 05	4,365 24	6,473 93	6,185 19	6,137 03	6,874 52
Through freight,.....	24,030 53	22,784 98	30,726 07	33,490 78	31,273 94	30,370 79
Way, ".....	2,397 92	3,811 67	4,493 73	3,948 90	4,774 70	5,684 79
Express,.....	358 33	358 34	358 33	358 33	358 33	358 33
Transport of mails,.....	1,794 27	1,794 27	1,794 27	1,794 27	1,794 27	1,794 27
Use of engines,.....						
Use of cars,.....						
Rent,.....						
Other earnings specified in detail as follows:						
	\$37,204 87	38,183 25	51,934 75	56,093 16	52,326 60	56,533 00
						3,024 76

TABLE J.

ACCIDENTS.

The number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

Whether any such accidents have arisen from carelessness or negligence of any person in the employment of the corporation, and whether such person is retained in the service of the corporation.

	EMPLOYEES.		OTHERS.	
	Killed.	Inj'ed.	Killed.	Injured.
Trains thrown from the track,....				
Struck by bridge, while on top of freight car,				
Run over while on track,.....			3	
Injured at road crossing,.....				
Total,				

Total number of persons killed,.....4

Total number of persons injured but not killed,.....

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

- July 17, 1858.—William Shattuck jumped or fell from the engine of which he was engineer, when running mail train near Northfield, and was instantly killed.
- Sept. 28, “ Michael Tracy was killed by mail train in Roxbury. He laid on the track where he could be seen but a short distance. Both legs were cut off and he died next night.
- Nov. 26, “ William Carroll was found dead near St. Albans by the track. Supposed to have been killed by night freight.
- June 8, 1859.—Charles Hunt was found dead by track near Waterbury. Supposed to have been killed by night freight going South.

TABLE K.

EMPLOYEES AND COMPENSATION.

	Average.	
55 Machinists,.....	\$1 40	per day.
45 Wood Workmen,.....	1 40	"
8 Painters,	1 46	"
31 Blacksmiths,	1 24	"
32 Enginemen,	2 25	"
30 Firemen,	1 15	"
55 Watchmen, Laborers about shops, &c.,....	09	"
255 Section Men,.....	96	"
2 Division Masters,.....	2 28	"
1 Master Mechanic,.....	150 00	per month.
2 Conductors Wood and Gravel Train,....	50 00	"
46 Men on " " " "	90	per day.
1 Wood Agent,	83 33	per month.
17 Freight Conductors,.....	42 40	"
18 " Brakemen,.....	31 50	"
46 Bridge and Depot Repairers,	1 37	per day.
5 Passenger Conductors,.....	56 00	per month.
12 Baggage Men and Brakemen,.....	35 00	"
6 Master of Transp'n, Ticket M'r & Cl'ks,.	56 66	"
44 Station Agents, Clerks, &c.,.....	41 81	"
21 Laborers at Stations,.....	1 00	per day.
18 " " St. Albans Car Factory,.....	1 20	"
25 Wood Sawyers,.....	1 15	"

775

LIST OF PAYMENTS ON ACCOUNT OF LEGAL EXPENSES.

R. Choate,.....	\$100 00
G. F. Edmunds,.....	329 20
L. Underwood,.....	800 00
A. Tracy,.....	250 00
H. R. Beardsley,.....	66 00
Peck & Colby,.....	100 00
G. G. Hunt,.....	125 00

TABLE K. (Continued.)

OFFICERS OF THE COMPANY.

Directors.

GEO. M. DEXTER,
 C. O. WHITMORE,
 JOSEPH CLARK,
 L. UNDERWOOD,
 J. G. SMITH,
 C. W. MARVIN,
 W. C. SMITH.

Trustees 1st Mortgage Bonds Vermont Central Railroad.

L. BRAINERD.
 JOSEPH CLARK,
 J. G. SMITH.

GEO. M. DEXTER, *President*,
 W. C. SMITH, *Treasurer*.
 E. W. PECK, *Secretary*.
 G. MERRILL, *Superintendent for Trustees*.

STATE OF VERMONT, }
 WASHINGTON COUNTY, ss. }

L. Brainerd, Joseph Clark and J. G. Smith, Trustees, and G. Merrill, Sup't, depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by them, are true and correct according to the best of their knowledge, information and belief.

Signed,

L. BRAINERD,	}	Trustees 1st Mort. Bonds Vt. Cen. R. R. Co.
JOSEPH CLARK.		
J. GREGORY SMITH,		

G. MERRILL, Sup't. for Tr'e'es. Vt. Cent. R. R.

Subscribed and sworn to before me this 19th day of September,
 1859.

J. B. HUTCHINSON, *Master in Chancery*.

ANSWERS TO THE QUESTIONS OF COMMISSIONER.

ANSWER TO QUESTION 1.—In the direction of the Vt, Central R. R. Company, the following changes have been made. J. Smith President, has deceased, and W. C. Smith, of St. Albans, has been elected Director in his stead.

In the Board of Trustees 1st Mortgage Bonds, the following changes have taken place :

J. Smith of St. Albans deceased, and J. Gregory Smith of St. Albans, appointed in his place. G. M. Dexter of Boston, resigned, and Joseph Clark of Milton, Vt., appointed in his place.

ANSWER TO QUESTION 2.—The statement of the pecuniary condition of the road may be found in Tables A. to J., which include the year ending June 30, 1859. The Road is now in the possession of the Trustees above named, acting under the direction of the Chancellor, and no allowance has as yet been made by him for compensation or salaries.

ANSWER TO QUESTION 3.—Table D. in report.

ANSWER TO QUESTION 4.—No bonus or gratuity has been paid to any parties to our knowledge.

ANSWER TO QUESTION 5.—We do not.

ANSWER TO QUESTION 6.—Know nothing to the contrary.

ANSWER TO QUESTION 7.—The road has been under the charge and supervision of the Superintendent, and all the repairs and re-constructions that are necessary have been promptly undertaken.

ANSWER TO QUESTION 8.—There are two Division Road Masters, whose duty it is to inspect the track. The Section men are required to inspect the track immediately preceding the passage of the night passenger trains, and in the morning before the passage of any train.

ANSWER TO QUESTION 9.—Repairs of bridges and the re-construction of some of them are proposed and contracted for.

ANSWER TO QUESTION 10.—Conductors are not allowed to pass any except heads of departments and train men free. Clergymen are entitled to and receive half fare tickets. Season and excursion tickets are in some instances sold.

QUESTION 11.—For what reasons of necessity or of convenience are passengers required to change cars at Essex and at Northfield?

ANSWER TO QUESTION 11.—A change of cars at Essex is deemed necessary for the proper accommodation of the travelling public; also at Northfield to give an opportunity to inspect, repair and clean the cars.

ANSWER TO QUESTION 13.—The passenger cars have not to our knowledge failed of a connection this year, except in one or two instances.

ANSWER TO QUESTION 14.—Trains on this road wait for trains from connecting roads, unless in extraordinary instances.

ANSWER TO QUESTION 15.—There has been no difficulty or complaint to our knowledge, this year.

ANSWER TO QUESTION 16.—Know nothing otherwise.

D. ANNUAL REPORT.

OF THE ATLANTIC AND ST. LAWRENCE RAILROAD COMPANY FOR THE
YEAR ENDING DECEMBER 31st. 1858.

ANSWERS TO THE QUESTIONS OF COMMISSIONER.

ANSWER TO QUESTION 1.—None except in the Directors, two Directors having been elected in place of others withdrawn.

ANSWER TO QUESTION 2.—See annexed sheets for particulars.

ANSWER TO QUESTION 3.—None, except it may be in some suits in which the Company has been a party, and in those cases, only the usual Attorney's fees.

ANSWER TO QUESTION 4.—None, to the knowledge or belief of the Directors.

ANSWER TO QUESTION 5.—The Directors have no knowledge of any such interest, nor do they believe any Officer in the management, is so interested.

ANSWER TO QUESTION 6.—The Directors answer the above question in the affirmative, not doubting its correctness.

ANSWER TO QUESTION 7.—The line of Road within the States is under the supervision of D. Stark, Esq., a professional and experienced Engineer, and so far as the knowledge of the Directors extends, his recommendations for repairs and re-constructions have been observed.

ANSWER TO QUESTION 8.—The foreman of each section of track repairers passes over his section before the passage of any train, in the morning, and the repairers are on the line during the day attending to their prescribed duties.

ANSWER TO QUESTION 9.—Large expenditures are making in the re-construction of bridge masonry, and in replacing the old bridges by new structures, the most important with iron—at the close of the present year nearly all the old bridges will be replaced by new. For imperfect rails and cross ties, new are substituted.

ANSWER TO QUESTION 10.—The subject of free passes is under the direction of the superior Officers of the Lessees, and is carefully guarded, as understood by the Directors.

ANSWER TO QUESTION 13.—The Atlantic & St. Lawrence Railroad has no connections within the State of Vermont. The trains are run with great regularity over the whole line, seldom being out of time.

ANSWER TO QUESTION 14.—See answer to 13th question.

ANSWER TO QUESTION 15.—See answer to 13th question.

ANSWER TO QUESTION 16.—See answer to 13th question.

ANSWER TO QUESTION 17.—The Directors not having the management of the line, are not prepared to offer any suggestions.

ANSWER TO QUESTION 18.—See answer to 17th question.

The Directors of the Atlantic & St. Lawrence Railroad Company, in making their answers to the foregoing questions, beg to state that, the Road being under lease to the Grand Trunk Railway Company of Canada, as set forth in a former Report, and being under the exclusive management of that Company, their information upon which their statements are based, is derived partly from their own records and files, but principally from the Officers and Agents of that Company at Portland and from their books and accounts there kept ; and though they are not personally cognizant of many of the facts and state them from information thus derived and not wholly within their own knowledge, they have no doubt of the correctness of the statements made. As the books of the Company have been from the first, and are now kept in a method to conform to the requirements of another jurisdiction, very many of the questions in the tables cannot be answered ; and such as are answered must apply to the whole line of Road from Portland to the line of Vermont. Answers are however given as fully as the information in their possession will admit of.

The same course substantially has been adopted by the Directors in their reports to the Vermont authorities during the time this Road has been under lease, and they trust that in this case it will be satisfactory.—They have no doubt, if more explicit answers are required upon any matter, they will be readily furnished by the Lessees of the Road, so far as it is in their power so to do, intimation to that effect being given to them, or to the authorized Agents or Office on the line.

TABLE A.

STOCK AND DEBT.

Capital stock, authorized by charter,	\$4,000,000
Amount paid in,	2,494,900
Funded debt,	3,481,000
Floating "	none.

TABLE B.

COST OF CONSTRUCTION.

For graduation and masonry by last report,	} Total cost \$6,219,664.32.
Amount now expended for the same,	
Amount for bridges by last report,	
Now expended for the same,	
Amount for superstructure, including iron, by last report,	
Total amount now expended for the same,	
For passenger and freight stations, buildings, and fixtures, by last report,	
Amount now expended for the same,	
For engine and car houses, machine shops, machinery and fixtures, by last report,	
Amount now expended for the same,	
For land, land damages and fences, by last report	
Amount now expended for the same,	
For engineering by last report,	
Amount now expended for the same,	
Cross ties	
Laborers not included in engineering,	

A large portion of the line having been built by contract, at a stipulated sum per mile, these questions cannot be answered in detail.

TABLE C.

EQUIPMENT.

For locomotive engines and fixtures, (including snow ploughs,) by last report.....	
Amount now expended for the same,	\$389,804 02
For passenger and baggage cars, by last report,....	
Amount now expended for the same,	59,934 06
For freight cars, by last report,	
Amount now expended for the same,	407,976 82
Gravel cars, by last report,.....	} Included in Freight cars.
Amount now expended for the same,	
Hand cars and repair cars, by last report,.....	
Amount now expended for the same,.....	
Tools, &c.,.....	
Total cost of equipment,.....	\$857,714 90
Total cost of road and equipment,	\$7,077,379 22

TABLE D.

ESTIMATED VALUE OF THE PROPERTY OF THE COMPANY.

No valuation of the property has been made, liberal expenditures being made by renewals and repairs to keep it all in good condition.

TABLE E.

CHARACTERISTICS OF ROAD.

Length of road,	149 miles.
“ “ completed,	149 “
“ side tracks,	about 18 1-2 miles.
Weight of rail per yard,	63 lbs.
Width of earth cuts at grade,	22 feet.
“ rock “ “	22 “
Slope of earth cuts,	1 1-2 to 1
“ rock “	1-4 to 1
Width of embankments at grade,	15 feet
Number of locomotive engine houses and shops, ...	8 engine houses and 3 shops,
Number of locomotive engines,	42
“ passenger cars,	17
“ baggage, express and mail cars,	8
“ freight cars,	540

CHARACTER AND LENGTH OF BRIDGING.

	No. of Structures.	No. of Spans.	Length of bridging in feet.
Pile, with one draw,.....	1		1519
Truss bridging, 50 feet span and under,.....	10	10	400
Truss do. from 50 to 100 ft. span,	4	4	240
Truss do. from 100 to 150 feet span,.....	14	14	1750
Truss do. 150 feet span and over.	1	2	300*
Totals,.....			

* To be replaced this fall with Iron girders of 75 feet span.

NOTE.—In addition to the above Bridges, there are on the line 15 Iron bridges, 2 of which are 300 feet each in length, in spans of 75 feet; one over the Connecticut, the other over Wild River. Whole length of Iron Bridges 1210 feet.

Number of road crossings at grade,.....63
 “ “ “ above and below grade,..... 6
 “ of cross ties per mile,.....2400
 Average length and size of cross ties,.....9 ft. by 6 inch face.
 Kind of timber used for cross ties,...cedar, hemlock and hachmatac.
 Chairs—number per mile,.....about 600
 Wrought or cast iron,.....both, at present time, wrought.
 Average weight of cast iron chairs,about 20 lbs.
 “ “ “ wrought iron chairs,.....about 16 lbs.
 Whole number of single switches on main track,..... “ 100
 Kind of switches used,.....Lever,

GRADIENTS AND ALIGNMENT.

Level, number of miles and grades to 20 feet,.....	97.27
From 20 to 90 feet, numbr of miles,.....	17.30
“ 30 to 40 “ “ “	16.14
From 40 to 50 “ “ “	} 18.34
From 50 to 60 “ “ “	
From 60 to 70 “ “ “	none.
Maximum grade,.....	60 feet.
Amount of straight line miles,.....	
“ curved “ “	
Maxium radius,	5730 feet.
“ “	955 feet.
Sum of ascents going in one direction, North over 5 feet	
grade,	65.89 miles.
Sum of ascents going opposite direction, South, over 5	
feet grade,.....	27.10 miles.

BUILDINGS AND FIXTURES.

Passenger houses,.....	29
Freight houses,.....	22
Engine houses,.....	8
Repair shop,	3
Water stations,.....	17
Dwellings,	2
Wood sheds,.....	25
Turn tables,	10

Other buildings, as follows :

Two Hotels, at Gorham, N. H., one at Island Pond, Vt.

Ten Store Houses on wharves in Portland for Ocean and Boston Steamers.

EQUIPMENT,

Number of Locomotives owned by the Company on the day
of 18 42.

	Under 16 tons.	16 to 20	20 to 25	25 to 30	30 tons and over
In use in good repair,.....	1	14	21	1	
In use requiring slight repair,		1	2	1	
In use requiring heavy repair,			1		
Not in use in good repair,					
Not in use requiring slight repair,					
Not in use " heavy repair,					
Worn out,					

Number of Cars owned by the Company, January 1, 1859,...565

First class 8 wheel passenger cars in good repair,17

" " " " wanting "0

Second " " " in good repair,0

" " " " wanting repair,0

Baggage, express and mail cars in good repair,8

" " " cars wanting repair,0

Platform, covered freight, and cattle 8 wheel cars, in good
repair,534

Covered freight and cattle 8 wheel cars wanting repair,6

Platform 8 wheel cars, in good repair,.... }
Other freight cars,..... } included with above.
Gravel cars,..... }

TABLE F.

BUSINESS OF THE YEAR.

Miles run by passenger trains,	145,500
“ “ freight “	284,159
“ “ gravel and construction trains,	} 208,765
“ “ wood trains,	
Number of passengers carried in cars,	127,381
“ “ miles traveled by passengers,	
“ “ tons of freight carried in cars,	189,812
Average rate of speed of ordinary passenger trains, including stops,	22 miles.
Rate of speed of same when in motion,	25 “
Average rate of speed of express trains, including stops,	27 “
Rate of speed when the same are in motion,	30 “
Average rate of speed of freight trains, including stops,	10 “
Rate of speed when the same are in motion,	12 “
Rate of fare charged first class through passengers, per mile,	2 3-4 cts.
Rate of fare charged first class way passengers, per mile,	3 cts.

TABLE G.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE,

For the year ending	18
Ordinary repairs of road bed and railway,.....	\$
Extraordinary repairs of road bed and railway, including widening cuts and embankments, rebuilding and repairing masonry, ballasting, &c.,.....	
Cost of iron rails used in repairs, including chairs and spikes, and cost of laying down,.....	
Cost of repairs of iron rails,.....	
Number and kind of cross ties used for renewals,.....	
Cost of the same, including the expense of laying down,.....	
Insurance and taxes on real estate,	
Repairs of bridges,	
" " stations,	
" " fences,	
" " masonry,	
Total,.....	
Books so kept, cannot be answered in detail.	

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,.....
Depreciation of the same,.....
Repairs of passenger and baggage cars,.....
Depreciation of the same,
Repairs of freight cars,
Depreciation of the same,.....
Repairs of tools and machinery in shops,.....
Oil used about workshops,.....
Fuel and waste,
Clerks

Other items in detail as follows :

Total,

Books so kept, cannot be particularly answered.

TABLE H.

COST OF OPERATING THE ROAD.

For the year ending,	18
Fuel, including cost of preparing the same,.....	
Number of cords of wood used by locomotives,.....	
Number of cords of wood used at stations,	
Number of cords lost by fire,	
Number of gallons of oil,	
Number of pounds of waste,	
Cost of oil and waste for engines and tenders.....	
" " " " passenger and baggage cars	
" " " " freight cars,	
Loss and damage of goods,	
" " " "	
Damages for injuries to persons,.....	
Damages to property, including fire, and animals killed on the road.....	
Office expenses and stationery.....	
Agents.....	
Clerks,.....	
Labor, loading and unloading freight,.....	
Porters and watchmen,.....	
Switchmen,.....	
Wood and water station attendance,.....	
Conductors and baggage men,	
Brakemen,	
Enginemen and firemen,	
For salaries of Trustees, President, Directors, Secre- tary, Treasurer and Superintendent,	
For printing, stationery and office expenses,	
" law expenses,	

Books not classified to conform to above table, answers cannot be given.

RECAPITULATION OF EXPENSES.

Maintaining roadway,	
Repairs of machinery,	
Operating,	
Total,	\$441,591 90

TABLE I.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings.

From passengers,	\$125,949 90 1-2
From freight,	379,961 66 1-2
From other sources,	18,628 35

VALUE OF MATERIALS ON HAND.

Wood, cords of,	
Oil, gallons of,	
Iron rails, tons of old,	
“ “ “ new,	
Chairs, pounds of,	
Spikes, pounds of,	
Ties, number of,	
Iron and other metals unwrought,	
“ “ “ worked and partly worked,	
Lumber,	
Stores,	\$52,250 76
Fuel,	26,526 20

Details of earnings for the year ending — 1859.

SOURCE.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	JANUARY.	FEBRUARY.
Through passengers,						
Way "						
Through freight,						
Way "						
Express,						
Transport of mail,						
Use of engines,						
" " cars,						
Rent,						
Other earnings specified in detail as follows:						

Cannot be answered in detail.

Earnings. (Continued.)

SOURCE.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.
Through passengers,.....						
Way ".....						
Through freight,.....						
Way, ".....						
Express,.....						
Transport of mails,.....						
Use of engines,.....						
Use of cars,.....						
Rent,.....						
Other earnings specified in detail as follows:						

Cannot be answered in detail.

TABLE J.

ACCIDENTS.

The number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

Whether any such accidents have arisen from carelessness or negligence of any person in the employment of the corporation, and whether such person is retained in the service of the corporation.

	EMPLOYEES.		OTHERS.	
	Killed.	Inj' red.	Killed.	Injured.
Trains thrown from the track,....	1	1		1
Struck by bridge, while on top of freight car,				
Run over while on track,			1	
Injured at road crossing,				
Total,				

Total number of persons killed.....

" " " " injured, but not killed,.....

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each persons, and the name of such persons, as follows:

Jan. 5th, 1858.—Bartley Conley, an Engine cleaner, at Northumberland, got upon the front part of an engine used on Wood train, *unknown* to the driver. The Engine was started for the purpose of attaching to the train. When at a proper distance the steam was shut off and Engine reversed, but did not hold, and the man was crushed, breaking his leg. He refused to have his leg amputated and bled to death.

May 18, 1858.—John Lucas, laborer in Wood shed at Bethel in attempting to jump on the train while in motion, fell upon track, and had leg broken, rendering amputation necessary.

- July 20, 1858.—Jacob H. Nichols, Engine Driver, was scalded slightly on the leg,—his Engine being thrown from the track by the breaking of one of the truck wheels of the engine; and at the same time Mr. Scamman, attached to the Express Co., was slightly injured on the head, the car being thrown from the track.
- Oct. 7, 1858.—A colored boy, by name of Bradley, in attempting to jump on to a box car while in motion, at the Depot Grounds, Portland, fell upon the track, and had his foot crushed, rendering amputation necessary.
- Oct. 22, 1858.—A Mr. Chase while walking on the track between Northumberland and Stratford Hollow was run over by a gravel train, and instantly killed. The whistle was sounded and brakes applied, but without effect. He was about 80 years of age, and almost an idiot.
- Nov. 6, 1858.—Daniel C. Heseltine, Engine Driver, while running special Freight train, in the night time, was killed by jumping or being thrown from the engine. The Engine was thrown from the track by a slide of earth on the rail, during the night and after the passage of the previous train.

TABLE K.

EMPLOYEES AND COMPENSATION.

1 Superintendent,	\$1,800	per annum.
1 Freight Agent,	1,200	"
1 General Superintendent Bridges, Buildings, Wharves, &c,	1,200	"
1 Paymaster,	1,000	"
1 Freight Clerk,	700	"
1 "	550	"
2 "	500	"
2 "	400	"
25 Freight Laborers,	1 00	per day.
1 Ticket Agent,	600	per annum.
1 Superintendent's Clerk,	35	per month.
1 Ticket Collector,	40	"
2 Passenger Conductors,	50	"
3 " "	45	"
7 Freight "	45	"
3 " "	40	"
5 Baggage Masters,	35	"
24 Brakemen,	30	"
1 Train Master,	45	"
1 Assistant Master,	40	"
1 Draw Bridge Man,	40	"
1 Ass't "	30	"
2 Station Agents,	600	per annum.
6 " "	400	"
2 " "	350	"
1 " "	240	"
1 " "	200	"
16 " "	26	per month.
13 Switchmen,	30	"
12 "	26	"
6 Watchmen,	1 25	per day.
3 "	1 15	"
5 "	1 00	"

20 Engine Men,.....	60	per month.
5 " 	50	"
4 " 	40	"
23 Firemen,.....	30	"
2 Superintendents Loco. Power,	75	"
1 Loco. Assistant,	50	"
1 " 	30	"
1 Time Keeper,	400	per annum.
23 Cleaners,	1 00	per day.
3 Foremen Repair Shops,.....	50	per month.
2 Clerks,.....	26	"
1 Foreman Bridge Carpenters,.....	70	"
1 " " Masons,	70	"
1 " Wood Men,	50	"
2 " " 	35	"
20 Bridge Carpenters,.....	1 60	per day.
11 Machinists ,.....	1 50	"
11 Blacksmiths,	1 75	"
7 " 	1 12	"
11 Blacksmith helpers,.....	1 00	"
32 Carpenters,	1 33	"
55 Wood Laborers,	1 00	"

P. BARNES, *one of the Directors*
of the Atlantic & St. Lawrence Railroad Company.

OFFICERS OF THE COMPANY.

*Directors.*ST. JOHN SMITH, *President.*PHINEAS BARNES, *Vice President.*

CHAS. E. BARRETT.

JOHN B. BROWN,

JAMES L. FARMER,

GEO. F. SHEPLEY,

JOHN M. WOOD,

H. J. LIBBY,

BYRON GREENOUGH.

CHAS. E. BARRETT, *Treasurer.*H. W. HERSEY, *Clerk.*STATE OF MAINE, }
CUMBERLAND COUNTY, ss. }

I, Phineas Barnes, depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by me are true and correct according to the best of my knowledge, information and belief.

Signed,

P. BARNES,

one of the Directors.

Subscribed and sworn to before me this 8th day of September, 1859.

E. F. BEAL, *Justice of the Peace.*

E.

ANNUAL REPORT

OF THE VERMONT & MASSACHUSETTS RAILROAD COMPANY FOR THE YEAR
ENDING ——— 1859.

ANSWERS TO QUESTIONS OF COMMISSIONER.

ANSWER TO QUESTION 1.—None whatever.

ANSWER TO QUESTION 2.—See Report annexed.

ANSWER TO QUESTION 3.—D. Kellogg,	\$26 00
Keyes & Howe,	34 45
A. Keyes,	20 50

ANSWER TO QUESTION 4.—None.

ANSWER TO QUESTION 5.—No.

ANSWER TO QUESTION 6.—Yes.

ANSWER TO QUESTION 7.—Professional engineers are employed when necessary and their advice is followed.

ANSWER TO QUESTION 8.—The track is inspected before any train passes, by section men, who are kept constantly on the road through the day.

ANSWER TO QUESTION 9.—None besides the ordinary repairs.

ANSWER TO QUESTION 10.—President, Superintendent and Directors of Railroads, in vicinity. Conductors have no discretion in the matter except in cases of charity.

ANSWER TO QUESTION 13.—Always made.

ANSWER TO QUESTION 14.—Independently, but we should wait ten or fifteen minutes for a backward train from a connecting road.

ANSWER TO QUESTION 15.—Not always.

ANSWER TO QUESTION 16.—Yes.

ANSWER TO QUESTION 17.—No.

ANSWER TO QUESTION 18.—No.

TABLE A.

STOCK AND DEBTS.

Twenty-eight thousand eight hundred and one shares of stock issued.
 Funded debt \$1,003,800.

TABLE B.

COST OF CONSTRUCTION.

For graduation and masonry by last report,.....	\$1,461,323	12
Amount now expended for the same,.....	1,461,323	12
Amount for bridges by last report,.....	199,395	31
Now expended for the same	199,395	31
Am't for superstructure, including iron, by last report,	600,422	01
Total amount now expended for the same,.....	600,422	01
For passenger and freight stations, buildings, and fix- tures, by last report,.....	130,274	36
Amount now expended for the same,.....	129,274	36
For engine and car houses, machine shops, machinery, } and fixtures, by last report,.....		
Amount now expended for the same,.....		
For land, land damages and fences, by last report,...	180,718	85
Amount now expended for the same,.....	181,218	85
For engineering by last report,.....	56,872	04
Amount now expended for the same,.....	56,872	04
Cross ties,.....	}	included elsewhere.
Laborers not included in engineering,.....		
Agencies and other expenses, salaries, &c., during con- struction of Road,.....	100,271	31
Dividends of interest, discount on Bonds, during con- struction of Road,.....	332,045	02
Total,....	3,060,822	02

TABLE C.

EQUIPMENT.

For locomotive engines and fixtures, (including snow ploughs,) by last report,.....	\$95,638 62
Amount now expended for the same,.....	95,638 62
For passenger and baggage cars, by last report,.....	20,190 00
Amount now expended for the same,.....	20,190 00
For freight cars, by last report,.....	} 91,514 89
Gravel cars, by last report,	
Hand cars and repair cars, by last report,.....	
Amount now expended for the same,	91,514 89
Tools, &c.,.....	
Total cost of equipment,.....	207,343 51
Total cost of road and equipment,.....	3,268,165 53
Greenfield branch in addition to above,.....	248,495 08

TABLE D.

ESTIMATED VALUE OF PROPERTY OF COMPANY.

TABLE E.

CHARACTERISTICS OF ROAD.

Length of road,.....	77 miles.
" " completed,.....	77 "
" " side tracks,.....	6 "
Weight of rail per yard,.....	56 pounds.
Width of earth cuts at grade,.....	25 feet.
" of rock " " 	21 "
Slope of earth cuts.	
" of rock " 	
Width of embankments at grade,.....	20 feet.
Number of locomotive engine houses and shops,.....	4
" " engines,.....	11
" passenger cars,.....	8
" baggage, express and mail cars,.....	5
" freight cars,.....	180

CHARACTER AND LENGTH OF BRIDGING.

	No. of Structures.	No. of Spans.	Length of bridging in feet.
Trestle bridging,.....	none.		
Truss bridging, 50 feet span and under,.....	11	15	
Truss do. from 50 to 100 ft. span,.....	2	2	
Truss do. from 100 to 150 ft. span,.....	7	44	
Truss do. 150 ft. span & over, }			
Draw bridges,.....	none.		
Totals,.....	20		

Number of road crossings at grade,.....63

“ “ “ above and below grade,.....

Number of cross ties per mile,.....2046

Average length and size of cross ties,.. 7 1-2 feet long 7 1-2 x 6 inch.

Kind of timber used for cross ties,.....Chestnut.

Chairs—number per mile,584

Wrought or cast iron,cast,

Average weight of cast iron chairs,.....25 lbs.

“ “ “ wrought iron chairs,none.

Whole number of single switches on main track,73

Kind of switches used,Lever.

GRADIENTS AND ALIGNMENT.

Level, number of miles,	
From 20 to 30 feet, number of miles,	
" 30 to 40 " " "	
" 40 to 50 " " "	
" 50 to 60 " " "	
" 60 to 70 " " "	
Maximum grade,	58
Amount of straight line miles,	31 13-20
" of curved " " "	45 7-20
Maximum radius,	
Minimum "	
Sum of ascents going in one direction,	
" " " in opposite direction,	

BUILDINGS AND FIXTURES.

Passenger houses,	19
Freight houses,	19
Engine houses,	4
Repair shops,	3
Water stations,	10
Dwellings,	10
Wood sheds,	22
Turn tables,	5

Other buildings, as follows :

General office, at Fitchburgh,	1
Car house, " "	1
" " Brattleboro,	1
Lumber house, at Athol,	1

EQUIPMENT.

Number of Locomotives owned by the Company on the 31st day of August, 1859.

	Under 16 tons.	16 to 20	20 to 25	25 to 30	30 Tons and over.
In use in good repair,.....			6		
In use requiring slight repair,.....					
In use requiring heavy repair,.....			3		
Not in use in good repair,.....					
Not in use requiring slight repair,.....					
Not in use requiring heavy repair,.....			2		
Worn out,.....					

Number of Cars owned by the Company,

First class 8 wheel passenger cars in good repair,.....	6
“ “ “ “ “ wanting repair,.....	2
Second “ “ “ “ in good repair,.....	none.
“ “ “ “ “ wanting repair,.....	none.
Baggage, express and mail cars in good repair,.....	4
“ “ “ “ “ wanting repair,.....	1
Covered freight and cattle 8 wheel cars, in good repair,.....	81
“ “ “ “ “ “ wanting repair,.....	4
Platform 8 wheel cars, in good repair,.....	64
Other freight cars, 4 wheel box and platform,.....	31
Gravel cars,.....	24

TABLE F.

BUSINESS OF THE YEAR, ENDING NOV. 30, 1858.

Miles run by passenger trains,	53,719
“ “ freight, “	42,430
“ “ gravel and construction trains,.....	} 3,107
“ “ wood trains,	
Number of passengers carried in cars,	80,777
“ “ miles traveled by passengers,.....	1,704,922
“ “ tons of freight carried in cars one mile,..	1,526,294 ⁷²⁸ / ₁₀₀₀
Average rate of speed of ordinary passenger	
trains, including stops,	20 miles per hour.
Rate of speed of same when in motion,..	“ 25 “
Average rate of speed of express trains,	
including stops,	none.
Rate of speed when the same are in motion,.....	none.
Average rate of speed of freight trains, in-	
cluding stops,	12 miles per hour.
Rate of speed when the same are in motion,	15 “ “
Rate of fare charged first class through pas-	
sengers, per mile,.....	3 cents.
Rate of fare charged first class way passengers, per	
mile,.....	3 cents.
Average rate of fare charged second class passengers, per	
mile,.....	none.
Rate per ton per mile charged on 1st class through freight,..	6cts.
“ “ “ “ 2d “ “	5cts.
“ “ “ “ 3d “ “	4 1-2 cts.
“ “ “ “ 4th “ “	3 cts.
“ “ “ “ 1st way “	8 cts.
“ “ “ “ 2d “ “	7 cts.
“ “ “ “ 3d “ “	6 cts.
“ “ “ “ 4th “ “	5 cts.

TABLE G.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending Nov. 30, 1857.

Ordinary repairs of road bed and railway,	\$25,774 72
Extraordinary repairs of road bed and railway, including widening cuts and embankments, rebuilding and re- pairing masonry, ballasting, &c.,	
Cost of iron rails used in repairs, (cost of laying down, included elsewhere,)	10,902 65
Cost of repairs of iron rails,	
Number and kind of cross ties used for renewals,	Chestnut.
Cost of the same, including the expense of laying down, elsewhere.	
Insurance and taxes on real estate,	3,221 62
Repairs of bridges,	3,464 50
“ “ stations,	} 3,498 04
“ “ fences,	
“ “ masonry, ...	362 94
Total,	\$47,424 47

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	10,375 19
Depreciation of the same,	
Repairs of passenger and baggage cars,	3,223 74
Depreciation of the same,	
Repairs of freight cars,	6,801 74
Depreciation of the same,	
Repairs of gravel and other cars,	287 85
Oil used about workshops,	
Fuel and waste,	
Clerks,	
Other items in detail as follows :	
Total,	\$20,688 52

TABLE H.

COST OF OPERATING THE ROAD.

For the year ending Nov. 30, 1858.

Fuel, including cost of preparing the same,.....	\$12,194 77
Number of cords of wood used by locomotives, . . . 3666	
Number of cords of wood used at stations,	
Number of cords lost by fire,	
Number of gallons of oil,	
Number of pounds of waste,	
Cost of oil and waste for engines and tenders,	} 2,164 10
" " " " passenger and baggage cars	
" " " " freight cars,	
Loss and damage of goods,	} 1,403 10
" " baggage,	
Damages for injuries to persons,	
Damages to property, including fire, and animals killed on the road,	
Office expenses and stationery,	
Agents,	
Clerks,	
Labor, loading and unloading freight,	
Porters and watchmen,	} 2,149 68
Switchmen,	
Wood and water station attendance,	
Conductors and baggage men,	
Brakemen,	
Enginemen and firemen,	
For salaries of Trustees, President, Directors, Secre- tary, Treasurer, Superintendent, and Clerks,	6,840 00
For printing, stationery and office expenses,	
" law "	
Other expenses in detail as follows :	
Removing ice and snow,	142 98
Pay rolls, wages and incidental expenses, chargeable to passenger department,	10,691 34
Pay rolls, wages and incidental expenses, chargeable to freight department,	12,985 26

Paid Conn. River R. R. rent for use of their Road, ..	1,504 19
All other expenses not included in the foregoing items,	1,854 10
Total,	51,929 50

RECAPITULATION OF EXPENSES.

Maintaining roadway,	47,424 47
Repairs of machinery,	20,688 52
Operating,	51,929 50
Total,	\$120,042 47

•

TABLE I.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings after deducting expenses.

From passengers,	} 105,037 19
From freight,	
From other sources,	

Receipts.

From passengers,	60,553 99
From freight,	110,336 04
Mails,	7,000 00
Rents,	41,672 64
Expresses,	3,352 92
Tolls,	722 00
Miscellaneous,	1,442 09 54,189 65
Total,	225,079 68

Payments for other than for Construction.

For transportation expenses, viz :

For passenger business,	
“ freight “	
“ other “	
“ interest on funded debt,	61,060 00
“ interest on floating debt,	
“ dividends,	
“ carried to surplus fund,	
“ amount of surplus fund,	

VALUE OF MATERIALS ON HAND.

Wood, 2827 1-2 cords,	\$7,351 50
Oil, 200 gallons,	200 00
Iron rails, tons of old,	} 5,481 18
“ “ “ of, new,	
Chairs, pounds of,	
Spikes, pounds of,	
Ties, number of,	
Iron and other metals unwrought,	
“ “ “ worked and partly worked,	}
Lumber,	

Details of earnings for the year ending ——— 1859.

SOURCE.	SEPTEMBER. 1858.	OCTOBER. 1858.	NOVEMBER. 1858.	DECEMBER. 1857.	JANUARY. 1858.	FEBRUARY. 1858.
Through passengers, }	7,585 40	6,022 21	4,825 19	3,312 00	3,276 92	2,704 31
Way " }						
Through freight, }	9,384 82	10,532 17	10,126 12	7,562 96	7,101 28	6,722 50
Way " }						
Express, }	279 41	279 41	279 41	279 41	279 41	279 41
Transport of mail, }	500 00	500 00	500 00	1,500 00	500 00	500 00
Use of engines, }						
" " cars, }						
Rent, }	3,691 67	3,492 20	3,307 83	3,666 67	3,401 25	3,270 50
Other earnings specified in detail as follows:..... }						
Tolls, }	61 00	67 00	70 00	59 00	77 00	31 00
Miscellaneous, }	39 13	296 40	48 66	36 43	165 77	14 50

Earnings. (Continued.)

SOURCE.	MARCH. 1868.	APRIL. 1858.	MAY. 1858.	JUNE. 1858.	JULY. 1858.	AUGUST. 1858.
Through passengers,.....	4,246 29	4,761 20	4,410 88	4,708 51	6,807 45	7,803 33
Way ".....						
Through freight,.....	10,123 41	12,242 09	10,902 27	9,891 73	7,275 01	8,471 38
Way, ".....						
Express,.....	279 41	279 41	279 41	279 41	279 41	279 41
Transport of mails,.....	500 00	500 00	500 00	500 00	500 00	500 00
Use of engines,.....						
Use of cars,.....						
Rent,.....	3,675 67	3,467 75	4,253 50	3,699 35	3,399 25	3,347 00
Other earnings specified in detail as follows:						
Tolls,.....	61 00	60 00	59 00	54 00	58 00	65 00
Miscellaneous,.....	20 63	339 90	64 59	12 60	202 10	201 38

TABLE J.

ACCIDENTS.

The number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

Whether any such accidents have arisen from carelessness or negligence of any person in the employment of the corporation, and whether such person is retained in the service of the corporation.

	EMPLOYEES.		OTHERS.	
	Killed.	Inj'red.	Killed.	Injured.
Trains thrown from the track,....				
Struck by bridge, while on top of freight car,				
Run over while on track,.....			1	
Injured at road crossing,.....				
Fell from train,	1			

Total number of persons killed..... 2

" " " " injured, but not killed,.....

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

Hastings of Brattleboro (deaf and dumb,) walking side of track, stepped on the track within four rods of engine, in town of Vernon, Vt., and was instantly killed.

Hosmer, a young man, just commencing to run as brakeman on the freight train, in stepping from the forward freight car on to the tender, fell between the two and was killed, September 29, 1858, between the towns of Gardner and Templeton.

TABLE K.

EMPLOYEES AND COMPENSATION.

4	Station Agents,	\$25 00	per month.
2	"	35 00	"
1	"	58 40	"
1	"	70 50	"
3	"	40 00	"
1	"	55 00	"
1	"	8 33	"
1	"	20 00	"
1	"	47 50	"
3	"	30 00	"
2	Watchmen,	26 00	"
1	Clerk,	7 50	"
1	Laborer,	30 00	"
1	"	25 00	"
1	Brakeman,	25 00	"
2	"	35 00	"
2	"	30 00	"
1	" and Baggage Master,	41 50	"
1	Toll gatherer,	15 00	"
1	Section Master,	45 00	"
4	"	40 00	"
1	Trackman,	1 00	per day.
6	"	90	"
35	"	80	"
2	"	85	"
1	Road and Bridge Master,	100 00	per month.
1	Clerk,	70 00	"
1	"	30 00	"
1	Freight Conductor,	45 00	"
1	Passenger "	50 00	"
1	" and Freight Conductor,	50 00	"
1	" " "	40 00	"
1	Freight Receiver,	35 00	"
1	"	5 00	"
1	Porter,	30 00	"
1	Master Carpenter,	60 00	"

4	Carpenters,.....	1 32	per day.
2	“	1 75	“
2	“	1 20	“
3	“	1 08	“
1	“	1 05	“
2	“	1 26	“
1	“	1 62	“
1	“	1 50	“
1	Master Machinists,	70 00	per month.
2	Machinists,.....	1 40	per day.
1	“	1 56	“
3	“	1 33	“
1	“	1 28	“
1	“	1 25	“
1	Boiler Maker,	1 33	“
1	Forgers,	1 47	“
1	Forger,.....	1 33	“
1	“	1 40	“
6	Blacksmiths,	80	“
1	Painter,	88	“
1	“	1 50	“
4	Engineers,	60 00	per month.
1	Engineer,	2 00	per day.
5	Firemen,.....	30 00	per month.
1	Watchman,.....	35 00	“
1	Switchman,.....	30 00	“
2	Laborers,	80	per day.

J. F. Simonds, Station Agent,	35 00	per month.
A. L. Brooks, "	35 00	"
E. C. Rodimon, "	58 40	"
E. F. Brooks, "	75 00	"
C. Everett, "	40 00	"
W. S. Rodiman, "	35 00	"
G. Whitney, "	40 00	"
J. H. Warren, "	55 00	"
A. A. Ballou, "	40 00	"
H. Murdock, "	30 00	"
J. H. Tenney, "	30 00	"
A. M. Webster, "	25 00	"
L. French, "	30 00	"
M. Fifield, "	8 33	"
R. Holton, "	25 00	"
W. Holton, "	30 00	"
J. G. Burrows, "	20 00	"
J. A. Stevens, "	50 00	"
E. F. Cole, Toll Collector,	15 00	"
A. G. Moulton, Road and Bridge Master,	100 00	"
Z. F. Young, Freight Clerk,	70 00	"
W. H. Murdock, Ticket Clerk,	30 00	"
E. G. Everett, Passenger Conductor,	50 00	"
L. Dustin, Passenger and Freight Conductor,	50 00	"
W. Stannard, " " "	50 00	"
J. H. Bangs, " " "	45 00	"
C. C. Horr, Pass'r Bag'e Master and brakeman,	35 00	"
S. Miller, " " "	35 00	"
L. W. Worster, Master Machanist,	70 00	"
J. Marsh, " Carpenter,	60 00	"

OFFICERS OF THE COMPANY.

THOMAS WHITTEMORE, *President.*

JOHN ROGERS, *Treasurer.*

O. T. RUGGLES, *Superintendent.*

B. D. LOCKE, *Clerk of Corporation.*

B. N. BULLOCK, *Clerk.*

WM. H. MINOT, Jr.,	}	<i>Trustees.</i>
J. C. HOWE,		
J. H. WILKINS,		

SALARIES.

President,	\$1,500
Superintendent,	1,500
Treasurer,	300
Clerk of Company and Treas. Clerk,	1,200
Clerk,	840
Trustees, each,	300 100, 100

Signed, THOS. WHITTEMORE, }
 M. J. MOTT, } *Directors.*
 JAMES CHEEVER. }

STATE OF MASSACHUSETTS:

Subscribed and sworn to before me this fourteenth, day of September, 1859.

EDW'D. G. LUCAS,

Justice of the Peace for Middlesex Co.

STATE OF MASSACHUSETTS, }
 SUFFOLK COUNTY, SS. }

Boston, September 14, 1859.

Then personally appeared the above named Thomas Whittemore, and made oath that the foregoing Report by him subscribed, is true according to his best knowledge, information and belief.

{ SEAL. }

Before me,
 BENJAMIN H. CURRIER,
 Vermont Commissioner.

F.

ANNUAL REPORT

OF THE VERMONT VALLEY RAILROAD COMPANY FOR THE YEAR ENDING
AUGUST 31, 1859.

ANSWERS TO QUESTIONS OF COMMISSIONER.

ANSWER TO QUESTION 1.—None.

ANSWER TO QUESTION 2.—See Report.

ANSWER TO QUESTION 3.—See Report.

ANSWER TO QUESTION 4.—None.

ANSWER TO QUESTION 5.—No.

ANSWER TO QUESTION 6.—Yes.

ANSWER TO QUESTION 7.—All necessary repairs have been promptly made.

ANSWER TO QUESTION 8.—Is inspected each morning by foreman of division.

ANSWER TO QUESTION 9.—None.

ANSWER TO QUESTION 10.—Officers of other Roads. Conductor has no power.

ANSWER TO QUESTION 13.—Have always made time table connections.

ANSWER TO QUESTION 14.—Yes.

TABLE A.

STOCK AND DEBTS.

1.	The amount of capital stock as by charter,.....	\$500,000
		[with right to increase.
2.	" " " " subscribed,	\$535,000
3.	" " " " paid in as by last report,	\$515,663 82
4.	" " " " now paid in,	\$516,163 82

TABLE B.

COST OF CONSTRUCTION.

For graduation and masonry by last report,.....			
Amount now expended for the same,.....			
Amount for bridges by last report,.....			
Now expended for the same,.....			
Amount for superstructure, including iron, by last report,			
Total amount now expended for the same,			
For passenger and freight stations, brldings, and fixtures, by last report,			
Amount now expended for the same,			
For engine and car houses, machine shops, machinery and fixtures, by last report,.....			
Amount now expended for the same,.....			
For land, land damages and fences, by last report,.....	69,741	89	
Amount now expended for the same,			
For engineering by last report,.....	753	39	70,495 28
Amount now expended for the same,.....			
Cross ties			
Laborers not included in engineering.....			
There has been expended which has passed to construction account in addition to the original contract of, \$800,000.			
For discount on \$293,000, 2d class bonds, payment of coupons over and above earnings, gravelling the road, &c.,.....			320,194 65
Incidental expenses,.....			14,096 76
Interest dividend on stock,.....			7,056 61
New side track at Putney,			431 10
Total cost of road,.....			\$1,212,274 40

The road was built by contract in gross, including every thing here specified except land damages, fences and preliminary surveys,.... Amount, \$800,000 00

TABLE C.

EQUIPMENT.

For locomotive engines and fixtures, (including snow ploughs,) by last report.....	\$37,520 00
Amount now expended for the same,	37,520 00
For passenger and baggage cars, by last report,....	11,300 00
Amount now expended for the same,	11,300 00
For freight cars, by last report,	36,371 79
Amount now expended for the same,	36,371 79
Gravel cars, by last report,.....	
Amount now expended for the same,	
Hand cars and repair cars, by last report,.....	420 00
Amount now expended for the same,.....	420 00
Tools, &c.,.....	
Machinery used in repairs,.....	4,000 00
Total cost of equipment,.....	\$89,611 79
Total cost of road and equipment,	\$1,301,886 19

TABLE D.

ESTIMATED VALUE OF THE PROPERTY OF THE COMPANY.

TABLE E.

CHARACTERISTICS OF ROAD.

Length of road,	23 69-100 miles.
" " completed,	23 69-100 miles.
" side tracks,	3393 feet.
Weight of rail per yard,	57 lbs
Width of earth cuts at grade,	20 feet.
" rock " " 	16 "
Slope of earth cuts,	1 ft. to 1
" rock " 	
Width of embankments at grade,	16 feet.
Number of locomotive engine houses and shops,	1
" " engines,	4
" passenger cars,	4
" baggage, express and mail cars,	2
" freight cars,	52

CHARACTER AND LENGTH OF BRIDGING.

	No. of Structures.	No. of Spans.	Length of bridging in feet.
Trestle bridging,.....	2	10	100
Truss bridging, 50 feet span and under,.....	2	1	45
Truss do. from 50 to 100 ft. span,			
Truss do. from 100 to 150 feet span,.....	1	1	116
Truss do. 150 feet span and over.	2	6	513
Totals,.....			

Number of road crossings at grade,.....11

“ “ “ above and below grade,..... 3

“ “ of cross ties per mile,.....2000

Average length and size of cross ties,7 ft. long, 6 by 6 in.

Kind of timber used for cross ties,..... Chestnut

Chairs—number per mile,..... 586.

Wrought or cast iron,..... Cast.

Average weight of cast iron chairs,

“ “ “ wrought iron chairs,.....

Whole number of single switches on main track,.....

Kind of switches used,.....

GRADIENTS AND ALIGNMENT.

Level, number of miles,	7	61-100
From 20 to 90 feet, number of miles,	7	63-100
" 30 to 40 " " " 	5	60-100
From 40 to 50 " " " 		
From 50 to 60 " " " 		
From 60 to 70 " " " 		
Maximum grade,		32 feet.
Amount of straight line miles,	10	72-100
" curved " " 	12	97 100
Maximum radius,		872 feet.
Minimum " 		600 feet.
Sum of ascents going in one direction,		
Sum of ascents going opposite direction,		

BUILDINGS AND FIXTURES.

Passenger houses,	4
Freight houses,	4
Engine houses,	1
Repair shop,	1
Water stations,	2
Dwellings,	none.
Wood sheds,	3
Turn tables,	none.

Other buildings, as follows:

One new building added in 1857 for passenger cars, say,...	400
Additions in 1858,	170
" " 1859.	46 25
Total,	\$616 25

EQUIPMENT.

Number of Locomotives owned by the Company on the day
of 18

	Under 16 tons.	16 to 20	20 to 25	25 to 30	30 tons and over.
In use in good repair,		2	1		
In use requiring slight repair,					
In use requiring heavy repair,					
Not in use in good repair,		1			
Not in use requiring slight repair,					
Not in use " heavy repair,					
Worn out,					

Number of Cars owned by the Company, August 31, 1859,...

First class 8 wheel passenger cars in good repair, 3

" " " " " wanting " 1

Second " " " " in good repair,

" " " " " wanting repair,

Baggage, express and mail cars in good repair, 2

" " " cars wanting repair,

Covered freight, and cattle 8 wheel cars, in good repair, 31

Covered freight and cattle 8 wheel cars wanting repair,

Platform 8 wheel cars, in good repair, 20

Other freight cars,

Gravel cars,

TABLE F.

BUSINESS OF THE YEAR.

Miles run by passenger trains,	31,690
“ “ freight “	16,070
“ “ gravel and construction trains,	} 3,595
“ “ wood trains,	
Number of passengers carried in cars,	31,240
“ “ miles traveled by passengers,	626,337
“ “ tons of freight carried in cars one mile,	627,307
Average rate of speed of ordinary passenger trains, including stops,	26 miles.
Rate of speed of same when in motion,	28 “
Average rate of speed of express trains, including stops,	
Rate of speed when the same are in motion,	
Average rate of speed of freight trains, including stops,	12 “
Rate of speed when the same are in motion,	15 “
Rate of fare charged first class through passengers, per mile,	3 2-10 cts.
Rate of fare charged first class way passengers, per mile,	3 4-10 cts.
Average rate of fare charged second class passengers, per mile,	2 7-10.
Rate per ton per mile charged on 1st class through freight, ...	4cts.
“ “ “ “ 2d “ “	3cts.
“ “ “ “ 3d “ “	2 1-2 cts.
“ “ “ “ special “ “	6 cts.
“ “ “ “ 1st way “ “	8 cts.
“ “ “ “ special “ “	11 cts.
“ “ “ “ 3d “ “	
“ “ “ “ 4th “ “	

TABLE G.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE,

For the year ending August 31, 1859.

Ordinary repairs of road bed and railway,	\$8,710 03
Extraordinary repairs of road bed and railway, including widening cuts and embankments, rebuilding and repairing masonry, ballasting, &c.,	
Cost of iron rails used in repairs, (chains and spikes, and cost of laying down, are included in ordinary repairs,)	3,570 00
Cost of repairs of iron rails,	1,315 80
Number and kind of cross ties used for renewals, chesnut,	7091
Cost of the same, (the expense of laying down is included in ordinary repairs,)	1,638 94
Insurance and taxes on real estate,	531 37
Repairs of bridges,	
“ “ stations,	
“ “ fences,	
“ “ masonry,	
Total,	\$15,766 14

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	3,343 93
Depreciation of the same,	
Repairs of passenger and baggage cars,	1,000 99
Depreciation of the same,	
Repairs of freight cars,	874 29
Depreciation of the same,	
Repairs of tools and machinery in shops,	50 00
Oil used about workshops,	} included elsewhere.
Fuel and waste,	
Clerks	
Total,	5,269 21

TABLE H.

COST OF OPERATING THE ROAD.

For the year ending Aug. 31, 1859.

Fuel, including cost of preparing the same,.....	\$3,173	68
Number of cords of wood used by locomotives,..	} 1354 3-4 cords.	
Number of cords of wood used at stations,		
Number of cords lost by fire,		none.
Number of gallons of oil,		680 1-2 gal.
Number of pounds of waste,		2282 lbs.
Cost of oil and waste for engines and tenders, }		
" " " " passenger and bag-	700 54	
gage cars,	199 30	899 84
" " " " freight cars,		
Loss and damage of goods,		13 00
" " baggage,		9 00
Damages for injuries to persons,		
Damages to property, including fire, and animals killed		
on the road,		191 54
Office expenses and stationery		see below.
Agents		1,164 00
Clerks,		1,280 00
Labor, loading and unloading freight,	} 1,092 63	
Porters and watchmen,		
Switchmen,		
Wood and water station attendance,		
Conductors and baggage men,		1,215 02
Brakemen,		1,038 00
Enginemen and firemen,		1,982 17
For salaries of Trustees, President, Directors, Secre-		
tary, Treasurer, and Superintendent,		3,100 00
For printing, stationery and office expenses,		250 00
" law expenses,		165 58
Other expenses in detail as follows :		
Use of track, &c., at Brattleboro,		1,666 66
Proportion of through Baggage Masters,		243 56
Total,		17,484 68

RECAPITULATION OF EXPENSES.

Maintaining roadway,	15,766	14
Repairs of machinery,	5,269	21
Operating,	17,484	68
Total,	\$38,520	03

TABLE I.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings

From passengers,	20,430	55
From freight,	19,579	60
From other sources,	5,775	47
Total,	45,785	62

Receipts.

From passengers,	} 45,785 62
From freight,	
From other sources,	

Payments other than for Construction.

For transportation expenses, viz :

For passenger business,	
“ freight “	
“ other “	
“ interest on funded debt,	
“ interest on floating debt,	
“ dividends,	
“ carried to surplus fund,	
“ amount of surplus fund,	

VALUE OF MATERIALS ON HAND.

Wood, 1626 1-2 cords,.....	\$4,394 04
Oil, 166 gallons,.....	166 00
Iron rails, old, 35 tons,	1,225 00
“ “ new, 72 tons,.....	3,744 00
Chairs, pounds of, 70 lbs.,.....	30 00
Spikes, pounds of, 2,900 lbs.,	145 10
Ties, number of, 804,.....	201 00
Iron and other metals unwrought,	} 3,823 00
“ “ “ worked and partly worked,.. }	
Lumber,.....	368 00
Other items specified as follows :	
Cotton Waste, 762 lbs.,	74 10
Frogs, 21,	200 00
Wood Work for cars, new,.....	200 00
Total,....	\$14,870 24

Details of earnings for the year ending ——— 1859.

SOURCE.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	JANUARY.	FEBRUARY.
Through passengers,	1,982 91	1,302 44	1,000 91	862 73	758 79	712 82
Way "	536 22	393 96	333 64	356 71	299 20	301 27
Through freight,	1,689 96	1,335 99	1,530 03	1,377 50	1,397 87	1,680 54
Way "	103 13	101 82	85 55	72 70	93 57	104 70
Express,	70 59	70 59	70 59	70 59	70 59	70 59
Transport of mail,	250 00	250 00	250 00	250 00	250 00	250 00
Use of engines,					71 00	70 00
" " cars,	260 15	135 61	124 33	152 01	124 08	197 78
Rent,						
Other earnings specified in detail as follows:						

Earnings. (Continued.)

SOURCE.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.
Through passengers,.....	998 22	984 77	997 36	1,387 35	1,855 53	2,468 50
Way ".....	430 82	450 21	393 66	407 18	594 12	726 20
Through freight,.....	2,099 95	1,800 50	1,519 56	1,470 63	1,160 80	1,123 81
Way, ".....	85 16	185 52	159 20	148 37	76 55	176 19
Express,.....	70 59	70 59	70 59	70 59	70 59	70 59
Transport of mails,.....	250 00	250 00	250 00	250 00	250 00	250 00
Use of engines,.....						
Use of cars,.....						
Rent,.....	257 82	165 28	98 48	112 85	78 00	81 00
Other earnings specified in detail as follows:						

TABLE J.

ACCIDENTS.

The number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

Whether any such accidents have arisen from carelessness or negligence of any person in the employment of the corporation, and whether such person is retained in the service of the corporation.

	EMPLOYEES.		OTHERS.	
	Killed.	Inj'ed.	Killed.	Injured.
Trains thrown from the track,....				
Struck by bridge, while on top of freight car,				
Run over while on track,				
Injured at road crossing,				
Fell from train,				

Total number of persons killed..... none.

" " " " injured, but not killed,..... none.

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

TABLE K.

EMPLOYEES AND COMPENSATION.

Alex. Hamilton, Jr., General Agent,.....	\$1,200 00
Madison Sloat, Superintendent,.....	1,500 00
Henry P. Green, Chief Clerk,.....	800 00
Wm. P. Cochrane, Assistant Clerk,	480 00
Samuel C. Fleming, Passenger Conductor, in connection with Conn., R. R.,.....	243 24
H. D. Carroll, Passenger Conductor, in connection with Conn. R. R.,	243 24
Geo. H. Allen, Conductor Freight,.....	480 00
W. P. Cochrane, Agent B. Falls,.....	270 00
John Perry, " Westminster,.....	270 00
D. Stearns, " East Putney,.....	150 00
Marshall Pierce, " Putney,.....	282 00
W. Bemis, " Dummerston,	192 00
G. W. Minard, " Brakeman and Baggage-man, per mo'.	32 50
Moses Osgood, Brakeman,.....	27 00
Curtis Allen, "	27 00
Peter Brown, Master Mechanic,.....	67 50
W. Clegg, Engineman,	55 00
Ira Earl, "	55 00
Two Firemen, each,	27 00
Two Watchmen, each,	27 00
One Watchman,.....	10 00
One Switchman,.....	27 00
One Machinist, per day,	1 65
One Machinist, per month,	32 50
One Blacksmith, per day,	1 75
One Helper, per day,.....	1 00
Two Carpenters, per day.....	1 35
Four Track Masters, each, per month,	36 00
Four 2d Hands, per day,.....	1 00
Fifteen Track Hands,	90
James H. Williams, Treasurer,	400 00

ANNUAL REPORT OF THE
OFFICERS OF THE COMPANY.

Directors.

HUGH H. HENRY,
ALEX. HAMILTON, JR.,
G. N. J. BOWDOIN,
S. M. L. BARLOW,
JOEL PAGE,
MADISON SLOAT,
CHARLES CHAPIN.

HUGH H. HENRY, *President.*
MADISON SLOAT, *Superintendent.*
JAMES H. WILLIAMS, *Treasurer.*
LARKIN MEAD, *Clerk.*

ALEXANDER HAMILTON, Jr., }
HUGH H. HENRY, } *Trustees.*
GOVERNEUR MORRIS, }

ALEXANDER HAMILTON, JR., *General Agent.*

STATE OF VERMONT, }
WINDHAM COUNTY, ss. }

I, Madison Sloat, depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by me, are true and correct according to the best of my knowledge, information and belief.

MADISON SLOAT,
Superintendent.

Subscribed and sworn before to me this 19th day of September,
1859.

ALEXANDER S. CAMPBELL, *Notary Public.*

G.

ANNUAL REPORT.

OF THE RUTLAND AND BURLINGTON RAILROAD COMPANY FOR THE
YEAR ENDING AUGUST 31st. 1859.

ANSWERS TO THE QUESTIONS OF COMMISSIONER.

ANSWER TO QUESTION 1.—James Cheever has been appointed Trustee under the first mortgage, in place of Ellis Gray Loring, deceased. In Sept. 1858, John A. Conant, H. E. Stoughton and E. A. Chapin, were chosen Directors in place of Paris Fletcher, A. Wentworth, Jr., and B. T. Read.

ANSWER TO QUESTION 2.—See Report herewith Tables A. to K. inclusive. The services and of the nature indicated in table K. have been faithfully performed, and we believe the rates of compensation do not exceed that usually allowed by solvent Railroad Companies in New England.

ANSWER TO QUESTION 3.—There has been paid to Legal advisers and attorneys since date of last report, \$3,204,39, and for general services, \$1,033,25, also for salaries of Trustees under the 1st, 2nd and 3rd mortgages, Superintendent and Treasurer, \$7,300.

ANSWER TO QUESTION 4.—There has not

ANSWER TO QUESTION 5.—We do not.

ANSWER TO QUESTION 6.—They have.

ANSWER TO QUESTION 7.—The track, bridges and all equipment^s are constantly under the supervision of experienced and reliable men.

The track is under the immediate supervision of J. F. Stinson, road master, and O. Wooster, assistant, who is a professional engineer, and all renewals and repairs recommended by them have been promptly made.

ANSWER TO QUESTION 8.—The track is carefully inspected by competent and experienced men each morning before the passage of trains, and as often through the day as occasion or circumstances may require to know that track is in proper order for the safe passage of trains.

ANSWER TO QUESTION 9.—There are no important repairs contracted for or needed. We are continually replacing wooden trestle work with substantial masonry and making such repairs and renewals as to keep the road and its rolling stock, &c., in thorough repair.

ANSWER TO QUESTION 10.—Officers and Managers of connecting roads and of roads with which we do a joint business. Conductors are not permitted to pass persons not having a written pass, except objects of charity.

ANSWER TO QUESTION 13.—They have run with great regularity.

ANSWER TO QUESTION 14.—Our road is operated independently of any other. The mail train each way is run through without change of cars between Boston and Burlington, and if that train is delayed on connecting roads, we wait for it, but have no contract or arrangement by which we are obliged to do so.

ANSWER TO QUESTION 15.—Vermont Companies, connecting with our road, have manifested a commendable and praiseworthy willingness to run trains at hours to connect with our road in a manner advantageous to the Public, and our arrangements with them have been harmonious and mutually convenient to both roads.

ANSWER TO QUESTION 16.—They have.

ANSWER TO QUESTION 17.—No.

ANSWER TO QUESTION 18.—None.

TABLE A.

STOCK AND DEBTS.

Capital Stock	\$1,242,500 00
Eight per ct. Preferred Stock.....	382,700 00
Six per ct. Preferred Stock.....	608,176 31
Total	<u>\$2,233,376 31</u>

FUNDED DEBT.

First Mortgage Bonds.....	\$1,800,000 00
Second Mortgage Bonds.....	918,500 00
Third Mortgage Bonds.....	431,501 05
Total	<u>\$3,145,001 05</u>
Floating Liabilities	1,013,763 77
Total	<u>\$6,392,141 13</u>

TABLE B.

COST OF CONSTRUCTION.

For graduation and masonry by last report,.....	\$2,358,323 76
Amount now expended for the same,.....	same.
Amount for bridges by last report,.....	116,669 93
Now expended for the same	same.
Am't for superstructure, including iron, by last report,	949,745 67
Total amount now expended for the same,.....	same.
For passenger and freight stations, buildings, and fix- tures, by last report,.....	238,652 75
Amount now expended for the same,.....	same.
For engine and car houses, machine shops, machinery, and fixtures, by last report,.....	Included in preceding.
Amount now expended for the same,.....	
For land, land damages and fences, by last report,...	234,414 82
Amount now expended for the same,.....	same.
For engineering by last report,.....	91,901 12
Amount now expended for the same,.....	same.
Cross ties,.....	included in superstructure.
Laborers not included in engineering,	

TABLE C.

EQUIPMENT.		CORP.	TR'ES.
For locomotive engines and fixtures, (including			
snow ploughs,) by last report,.....	175,164	34	27,744 73
Amount now expended for the same,....	same.		30,044 73
For passenger and baggage cars, by last	366,640	88	9,816 50
report,.....			
Amount now expended for the same,..			
For freight cars, by last report,.....			
Amount now expended for the same,..			
Gravel cars, by last report,			
Amount now expended for the same,..			13,326 24
Hand cars and repair cars, by last report,)			
Amount now expended for the same,..			13,326 24
Tools, &c.,.....	14,470	34	1,863 00
Total cost of equipment,.....	556,275	56	45,233 97
Total cost of road and equipment,.....			4,591,217 58

TABLE D.

ESTIMATED VALUE OF THE PROPERTY OF THE COMPANY.

The efforts of the Managers have been directed to maintaining the road and its rolling stock, &c., in thorough repair and constant supply so that the entire property shall be at all times in the highest state of efficiency for the advantageous transaction of business—any estimate of the value of the property would be a matter of opinion only.

TABLE E.

CHARACTERISTICS OF ROAD.

Length of road,	119 miles, 2846 feet.
“ “ completed,	all.
“ “ side tracks,	16 miles.
Weight of rail per yard,	60 pounds.
Width of earth cuts at grade,	20 to 30 feet.
“ of rock “ “	20 “
Slope of earth cuts,	1 1-2 to 1 “
“ of rock “	1 to 12 “
Width of embankments at grade,	13 to 18 feet.
Number of locomotive engine houses and shops,	5
“ “ engines,	26
“ passenger cars,	18
“ baggage, express and mail cars,	6
“ freight cars,	530

CHARACTER AND LENGTH OF BRIDGING.

	No. of Structures.	No. of Spans.	Length of bridging in feet.
Trestle bridging,.....	4	12	157
Truss bridging, 50 feet span and under,.....	5	5	197
Truss do. from 50 to 100 ft. span,.....	11	12	852
Truss do. from 100 to 150 ft. span,.....	18	29	3523
Truss do. 150 ft. span & over, }	4	4	677
Draw bridges,.....	none.		
Totals,.....	42	62	5406

Number of road crossings at grade,.....85

“ “ “ above and below grade,.....16

Number of cross ties per mile,.....2112

Average length and size of cross ties,.....7 1-7

Kind of timber used for cross ties,... Chestnut, Tamarack and Ash.

Chairs—number per mile,588

Wrought or cast iron,cast,

Average weight of cast iron chairs,.....25 lbs.

“ “ “ wrought iron chairs,

Whole number of single switches on main track,63

Kind of switches used,common.

GRADIENTS AND ALIGNMENT.

Level, number of miles,	
From 20 to 30 feet, number of miles,	
" 30 to 40 " " "	
" 40 to 50 " " "	
" 50 to 60 " " "	
" 60 to 70 " " "	
Maximum grade,	52 8-10 ft
Amount of straight line miles,	
" of curved " "	
Maximum radius,	
Minimum "	
Sum of ascents going in one direction,	
" " " in opposite direction,	

BUILDINGS AND FIXTURES.

Passenger houses,	5
Freight houses,	18
Engine houses,	3
Repair shops,	3
Water stations,	7
Dwellings,	8
Wood sheds,	16
Turn tables,	3

Other buildings, as follows :

Car Houses,	3
Building rented for Store and General Offices,	1

EQUIPMENT.

Number of Locomotives owned by the Company on the 31st day of August, 1859.

	Under 16 tons.	16 to 20	20 to 25	25 to 30	30 Tons and over.
In use in good repair,	1	8	10		
In use requiring slight repair,		2	2		
In use requiring heavy repair,			2		
Not in use in good repair,					
Not in use requiring slight repair,					
Not in use requiring heavy repair,			1		
Worn out,					

Number of Cars owned by the Company, Aug. 31, 1859, ... 530

First class 8 wheel passenger cars in good repair,	15
“ “ “ “ “ wanting repair,	1
Second “ “ “ “ in good repair,	2
“ “ “ “ “ wanting repair,	
Baggage, express and mail cars in good repair,	5
“ “ “ “ “ wanting repair,	
Covered freight and cattle 8 wheel cars, in good repair,	400
“ “ “ “ “ wanting repair,	43
Platform 8 wheel cars, in good repair,	75
Other freight cars,	12
Gravel cars,	20

TABLE F.

BUSINESS OF THE YEAR.

Miles run by passenger trains,	52,258
“ “ freight, “	42,998
“ “ gravel and construction trains,	3,600
“ “ wood trains,	done with regular business chiefly.
Number of passengers carried in cars,	57,711
“ “ miles traveled by passengers,	
“ “ tons of freight carried in cars one mile,	
Average rate of speed of ordinary passenger trains, including stops,	23 miles per hour.
Rate of speed of same when in motion,	34 “ “ “
Average rate of speed of express trains, including stops,	} none run.
Rate of speed when the same are in motion, ..	
Average rate of speed of freight trains, including stops,	10 miles per hour.
Rate of speed when the same are in motion, ...	15 “ “
Rate of fare charged first class through passengers, per mile,	3 cts.
Rate of fare charged first class way passengers, per mile,	3 1-2
Average rate of fare charged second class passengers, per mile,	none.
Rate per ton per mile charged on 1st class through freight, ..	4 1-2 cts.
“ “ “ “ 2d “ “	3 ⁹⁵ / ₁₀₀ cts.
“ “ “ “ 3d “ “	3 ³⁰ / ₁₀₀ cts.
“ “ “ “ 4th “ “	2 ⁷⁵ / ₁₀₀ cts.
“ “ “ “ 1st way “	} 5 cts.
“ “ “ “ 2d “ “	
“ “ “ “ 3d “ “	
“ “ “ “ 4th “ “	

TABLE G.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE,

For the year ending May 31, 1859.

Ordinary repairs of road bed and railway,	
Extraordinary repairs of road bed and railway, including widening cuts and embankments, rebuilding and repairing masonry, ballasting, &c.,	
Cost of iron rails used in repairs, including chairs, and spikes, and cost of laying down,	
Cost of repairs of iron rails,	
Number and kind of cross ties used for renewals,	
Insurance and taxes on real estate,	914 89
Repairs of bridges,	} 20,591 88
“ “ stations,	
“ “ fences,	
“ “ masonry,	
Total,	\$21,506 77

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	
Depreciation of the same,	
Repairs of passenger and baggage cars,	
Depreciation of the same,	
Repairs of freight cars,	
Depreciation of the same,	
Repairs of tools and machinery in shops,	
Oil used about workshops,	
Fuel and waste,	
Clerks	
Total,	\$35,287 11

TABLE H.

COST OF OPERATING THE ROAD.

For the year ending May 31, 1859.

Fuel, including cost of preparing the same,	12,880	25
Number of cords of wood used by locomotives,		
Number of cords of wood used at stations,		
Number of cords lost by fire,		
Number of gallons of oil,		
Number of pounds of waste,		
Cost of oil and waste for engines and tenders,	2,469	93
“ “ “ “ passenger and baggage cars,		
“ “ “ “ freight cars,		
Loss and damage of goods,	2,955	33
“ “ baggage,		
Damages for injuries to persons,		
Damages to property, including fire, and animals killed on the road,		
Office expenses and stationery,		
Agents,		
Clerks,		
Labor, loading and unloading freight,	23,497	76
Porters and watchmen,		
Switchmen,		
Wood and water station attendance,		
Conductors and baggage men,		
Brakemen,	9,529	19
Enginemen and firemen,		
For salaries of Trustees, President, Secretary, Treas- urer, and Superintendent, Agents and Clerks,		
For printing, stationery and office expenses, advertising and postages and expenses as to joint business not included in other accounts,		
For law expenses,		
Other expenses in detail as follows :		
Repairs of Stations and Buildings,	1,995	41
Total,	53,337	87

RECAPITULATION OF EXPENSES.

Maintaining roadway,	\$21,506 77
Repairs of machinery,	35,287 11
Operating,	53,327 87
Total,	110,121 75

TABLE I.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings.

From passengers,.....	\$70,744	25	
From freight,.....	110,596	08	
From other sources,.....	10,782	18	\$192,122 51

Receipts.

From passengers,.....	70,744	25	
From freight,.....	110,596	08	
From other sources,.....	10,782	18	\$192,122 51

Payments other than for Construction.

For transportation expenses, viz :

For passenger business,.....	8,981	67	
For freight “	14,516	09	
For other “			
For interest on funded debt,.....	48,000	00	
For interest on floating debt,			
For dividends,.....			
For carried to surplus fund.....	16,000	00	
For amount of surplus fund,.....	50,000	00	

VALUE OF MATERIALS ON HAND.

Wood, 6959 cords,	14,699 75
Oil, 190 gallons,	273 85
Waste, 798 lbs.,	81 79
Iron rails, 29 1238-2000 tons, old,	2,119 22
Iron rails, tons of, new,	
Chairs, 10,860 lbs.,	392 25
Spikes, 1650 pounds,	62 19
Ties, number of, 2500	550 00
Iron and other metals unwrought.	} 5,946 90
Iron and other metals worked and partly worked,	
Lumber,	

Other items and specified as follows :

Car materials on hand, worked and unworked,	11,755 78
Locomotive materials on hand, worked and unworked, ..	7,856 14
Paints, oils, &c.,	415 56
Horses, machinery, &c., wood department,	1,102 00
Work and materials and machinery for Road department,	
other than specified above,	1,091 46
Tickets, coupons and stationery on hand,	800,00

\$47,146 39

Details of earnings for the year ending May 31, 1859.

SOURCE.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.
Through passengers, }	5,259 44	7,904 96	9,369 48	8,577 95	6,102 88	5,443 67
Way " }						
Through freight,	3613,083 lbs	3261,814 lbs	4453,341 lbs	5477,855 lbs	6281,933 lbs	6078,252 lbs
Way "						
Express,	125 00	125 00	125 00	125 00	125 00	125 00
Transport of mail,	695 83	695 83	695 84	695 83	695 83	695 84
Use of engines,						
" " cars,	Included	in freight	account.			
Rent,	60 32	60 32	60 32	60 32	60 32	60 32
Other earnings specified in detail as follows :						

Earnings. (Continued.)

SOURCE.	DECEMBER.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.
Through passengers,..... } Way " }	4,168 67	3,462 48	3,947 30	5,462 12	5,773 25	5,372 07
Through freight,.....	5321,835 lbs	4218,694 lbs	4296,784 lbs	4442,787 lbs	5859,878 lbs	4961,691 lbs
Way, "						
Express,.....	125 00	166 67	166 67	166 67	166 67	166 67
Transport of mails,.....	695 83	695 83	695 84	695 83	695 83	695 84
Use of engines,.....						
Use of cars,.....	Included	in freight	account.			
Rent,.....	60 32	60 32	60 32	60 32	60 32	60 32
Other earnings specified in detail as follows:						
Lumber sent down Connecticut river, for the year, 4,787,620 feet.						

The above is exclusive of way freight.

TABLE J.

ACCIDENTS.

The number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

Whether any such accidents have arisen from carelessness or negligence of any person in the employment of the corporation, and whether such person is retained in the service of the corporation.

Total number of persons killed..... none.

“ “ “ “ injured, but not killed,..... none.

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name such person, as follows : None.

TABLE K.

EMPLOYEES AND COMPENSATION.

	pr. mo.	pr. day
F. H. Pecker, Master of Transportation,.....	60	00
Geo. W. Gates, Ticket Master,.....	50	00
Hubbard Hastings, Cashier,.....	41	67
Lucius Gilmore, Freight Agt. at St. J.,.....	66	67
Amos Barnes, Passenger Conductor,.....	55	00
H. A. Bigalow, Engineer,	50	00
S. G. Wilson "	"	"
Alanson Burt "	"	"
Henry C. Mower "	"	"
Jarvis Bartlett "	"	"
Joseph Peavy, "	45	00
Hiram Wilkins Freight Conductor,	50	00
Wm. M. Chase " "	"	"
B. W. Spalding Cattle train "	45	00
O. D. Parker, Fireman,	30	00
Winthrop Cline, "	"	"
Henry E. Foster, "	"	"
Allen Burroughs, "	"	"
Ezra W. Smith, "	"	"
Horace S. Lee, "	"	"
Wm. W. Rollins, Brakeman,	35	00
John Scott, "	"	"
D. S. Elkins, "	"	"
C. C. Wiggins, "	"	"
M. D. Thompson, Freight & Station Agt.....	65	00
Joel Trull, Station Agent,.....	20	00
H. E. Woodruff, " "		1 00
Jacob Ide, " "	20	00
S. S. Clark, " "		1 25
Harry Moore, " "		1 00
J. E. Dimmick, " " & Switchman...	2	00
Allen Goold, " "		1 25
E. K. Danforth, " "	20	00

TABLE K. (Continued.)

	pr. mo.	pr. day.
Stebbins Andrews Station Agent &c.,		2 00
Geo. W. Brown, " "		1 00
D. W. Clason, " "		1 25
A. F. Thomas, " "		1 00
H. F. Reynolds, " "		1 00
L. R. June, " "		1 25
D. A. Richardson, " "		1 25
James Gaffany, Freight Clerk,	35	00
H. P. Alden, " "	33	34
John McCormick, Baggage Master,	45	00
N. J. Pike, " "	35	00
H. A. Alden, Master Mechanic,	\$800	00 per year.
Wm. A. Chapin, Machinist,		1 92
I. J. Robinson, "		1 62
A. C. Dickerman "		1 62
Chas. B. Pike, "		1 42
Chas. H. Walter, "		1 42
Geo. S. Kilby, "		1 34
Hiram Caswell, Locomotive Inspector,		1 50
Wm. W. Mack, Master Carpenter,		2 00
I. A. Curtis, "		1 42
B. F. Rollins, "		1 42
C. R. Keach, "		1 33
J. R. Farr, "		1 33
J. R. Crame, "		1 33
Byron Wright, "		1 33
C. O. Lake, "		1 25
L. C. Woodbury, Car Inspector		1 42
Geo. B. Tracy, " " & Carpenter,		1 50
O. M. Badger, " "		1 25
W. R. Lyman, " "		1 25
S. A. Wright, Painter,		1 75
H. G. Wright, "		1 17
I. J. Farrington, Car Inspector and Blacksmith, ..		1 50

TABLE K, (Continued.)

	per day.
George Wilson, Watchman,	\$1 00
Wm. Lamb, "	" "
Horace Webber "	" "
J. B. Carpenter, Laborer,	1 25
Peter Higgins, "	1 12
H. A. Hayes, "	1 00
Leonard Willard, "	" "
Joseph Willard, "	" "
Ira W. Bemiss, Stationary Engineer,	1 25
J. W. Chamberlin, Apprentice,\$230 a year.	
John V. Andross, Wood Agent,.....	28 50
Peter Harrigan, Wood Laborer,	28 50
John O'Neil, " "	" "
Bat Nihan,	1 00
Michael Garghan,	" "
Patrick Connell,	" "
Thomas Hazel,	" "
William Hazel,	" "
John McIntire,	" "
Thomas Monaghan,	" "
Daniel M. Inghan Road Master,	2 25
William Kimbal, Foreman of Sections on Road Repairs,....	1 15
John Kenny, " " "	1 15
A. C. Waterman, " " "	1 15
Alfred Davis, " " "	1 15
Garon Dunlap, " " "	1 15
Andrew Webber, " " "	1 15
Abner T. Webber, " " "	1 15
Michael O'Shea, Section Laborer,	90
Michael Burke, "	90
Patrick Nestor, "	90
Michael Bohn, "	90
John Todd, "	90
James Arthur, "	90

TABLE K. (Continued.)

	per day.
John Sullivan, Section Laborer,	90
Patrick Whalen, "	90
John Real, "	90
Michael Early, "	90
G. A. Frizzle, "	90
Tim. McCarty, "	90
Chas. P. Bartlett, "	90
R. L. Webber, "	90
Charles Brown, Foreman of Section,	1 00
Wm. F. Brown, " "	1 00
Geo. M. Chase, " "	1 00
L. D. Ware, " "	1 00
Franklin Sleeper, " "	1 00
Ellis McDuffee, " "	1 00
Thos. Burroughs, " "	1 00
John Riley, " "	1 00
Proctor Jacobs, " "	1 00
O. D. Jones, " "	1 00
M. B. Little, " "	1 00
J. E. Sleeper, " "	1 00
George Blaisdell, Section Laborer,	80
Henry Burt, "	80
John Merrill, "	80
Don C. Brown, "	80
Dan T. Foster, "	80
Chas. Kemp, "	80
Chas. H. Kemp, "	80
J. B. Chase, "	80
J. W. Bartlett, "	80
Frank N. Ware, "	80
Royal Morris, "	80
Ezekiel Johnson, "	80
H. McDuffee, "	80
Joseph Clark, "	80
Alonzo Chamberlin, "	80
John Kennedy, "	80

TABLE K. (Continued.)

		per day.
Patrick Quinn, Section Laborer,		80
John Harford, "		80
Morris Fitz-Gerald, "		80
Maurice Landers, "		80
John Hoar, "		80
John Griffin, "		80
Charles Jacobs, "		80
Edmund Barstow, "		80
Martin Farley, "		80
A. H. Hicks, "		80
M. K. Wilmarth, "		80
Jerry Ragan, "		80
John Hazel, "		80
John Follansbee, "		80
Emerson Gammel, "		80
J. R. Baldwin, Master Blacksmith,	\$2 00	per day
Jesse Cheney, "	1 50	"
L. C. Poole, "	1 42	"
Geo. Bennett, Jr., "	1 25	"
Horatio Hutchinson, "	1 25	"
Justus Burnham, Helper,	1 12 1-2	"
Titus Hutchinson, "	1 12 1-2	"
M. A. Harvey, "	1 00	"

OFFICERS OF THE COMPANY.

HENRY KEYES, *President*, Newbury.
 JOSIAH STICKNEY, *Vice President*, Boston.
 N. P. LOVERING, *Treasurer*, Boston.
 E. CLEAVELAND, *Clerk*, Coventry.
 GEO. A. MERRILL, *Superintendent*, St. Johnsbury.

SALARIES.

Henry Keyes,	
N. P. Lovering,	\$1.200 00
E. Cleaveland,	50 00
Geo. A. Merrill,	1,200 00

STATE OF VERMONT, }
 CALEDONIA COUNTY, SS. }

St. JOHNSBURY, Sept. 18, 1859.

We depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by us, are true and correct according to the best of our knowledge, information and belief.

Signed,

GEO. A. MERRILL, *Sup't.*
 HENRY KEYES, *Pres't.*

Subscribed and sworn to before me this 29th day of September, 1859.

HUBBARD HASTINGS,
Master in Chancery.

I.

ANNUAL REPORT

OF THE RUTLAND AND WASHINGTON RAILROAD COMPANY FOR THE YEAR
ENDING AUGUST 31st, 1859.

ANSWERS TO THE QUESTIONS OF COMMISSIONER.

ANSWER TO QUESTION 1.—None.

ANSWER TO QUESTION 3.—There has been paid to Lawyers, for legal services since last report, \$2,269 76

ANSWER TO QUESTION 4.—No.

ANSWER TO QUESTION 5.—No.

ANSWER TO QUESTION 6.—Yes.

ANSWER TO QUESTION 7.—The Road has been under the supervision of Mr. B. F. Merrill, Road Master. All repairs recommended by him have been promptly made.

ANSWER TO QUESTION 8.—Track is inspected by Foreman of Sections every morning before train passes, and in winter before the passage of each train.

ANSWER TO QUESTION 10.—Officers of other roads. It is the duty of the conductor to collect fare of all persons who have not a written pass from the Manager of the Road.

ANSWER TO QUESTION 13.—They have failed to connect at Rutland in one or two instances occasioned by delay of trains on connecting roads. .

ANSWER TO QUESTION 14.—It is.

ANSWER TO QUESTION 15.—They have.

ANSWER TO QUESTION 16.—Yes.

ANSWER TO QUESTION 17.—No.

. ANSWER TO QUESTION 18.—No.

TABLE A.

STOCK AND DEBTS.

Capital stock as by charter,	\$950,000 00
“ “ “ “ subscribed,	950,000 00
“ “ “ “ paid in as by last report,	950,000 00
“ “ “ “ now paid in,	950,000 00

CLASSES OF STOCK.

Number of shares, No. 1.,	9,500
Par value,	\$ 100 00
Cash realized,	950,000 00

TABLE C.

EQUIPMENT.

For locomotive engines and fixtures, (including snow ploughs,) by last report,	
Amount now expended for the same,	
For passenger and baggage cars, by last report,	
Amount now expended for the same,	
For freight cars, by last report,	
Amount now expended for the same,	
Gravel cars, by last report,	
Amount now expended for the same,	
Hand cars and repair cars, by last report,	
Amount now expended for the same,	
Tools, &c.,	
Total cost of equipment,	
Total cost of road and equipment,	1,771,683. 31

TABLE D.

ESTIMATED VALUE OF THE PROPERTY OF THE COMPANY.

TABLE E.

CHARACTERISTICS OF ROAD.

Length of road,.....	62 miles.
“ “ completed,.....	“ “
“ “ side tracks,.....	3 ³⁴ / ₁₀₀
Weight of rail per yard,.....	58 to 61 lbs.
Width of earth cuts at grade,.....	22 feet.
“ of rock “ “	
Slope of earth cuts,.....	1 to 1 1-2 “
“ of rock “	
Width of embankments at grade,.....	15 feet.
Number of locomotive engine houses and shops,.....	4
“ “ engines,.....	10
“ passenger cars,.....	6
“ baggage, express and mail cars,.....	2
“ freight cars,	198

CHARACTER AND LENGTH OF BRIDGING.

	No. of Structures.	No. of Spans.	Length of bridging in feet.
Trestle bridging,.....	2	18	351
Truss bridging, 50 feet span and under,.....	7	7	320
Truss do. from 50 to 100 ft. span,.....	9	9	559
Truss do. from 100 to 150 ft. span,.....	3	3	358
Truss do. 150 ft. span & over, }	8	12	1661
Draw bridges,.....	none.		
Totals,.....	29	49	3249

Number of road crossings at grade,.....58

“ “ “ above and below grade,.....3

Number of cross ties per mile,.....2051

Average length and size of cross ties,... 7 to 7 1-2 ft. long 6 by 8 in.

Kind of timber used for cross ties,.. Chestnut, Oak, Ash, Tamarack

Chairs—number per mile,586

Wrought or cast iron,cast.

Average weight of cast iron chairs,.....17 lbs.

“ “ “ wrought iron chairs,

Whole number of single switches on main track,36

Kind of switches used, lever.

BUILDINGS AND FIXTURES.

Passenger houses,.....12

Freight houses,.....12

Engine houses,..... 4

Repair shop, 2

Water stations,..... 7

Dwellings, 2

Wood sheds,..... 7

Turn tables,..... 3

EQUIPMENT.

Number of Locomotives owned by the Company on the day
of 18

	Under 16 tons.	16 to 20	20 to 25	25 to 30	30 tons and over.
In use in good repair,.....		4	3		
In use requiring slight repair,.....			1		
In use requiring heavy repair,.....		1			
Not in use in good repair,.....					
Not in use requiring slight repair,.....		1			
Not in use requiring heavy repair,.....					
Worn out,.....					

Number of Cars owned by the Company, Sept. 1, 1859.

First class 8 wheel passenger cars in good repair,.....	5
" " " " " wanting repair,.....	1
Second " " " " in good repair,.....	0
" " " " " wanting repair,.....	0
Baggage, express and mail cars in good repair,.....	2
" " " " " wanting repair,.....	0
Covered freight and cattle 8 wheel cars, in good repair,.....	120
" " " " " " wanting repair,.....	11
Platform 8 wheel cars, in good repair,.....	55
" " " " " wanting ".....	12
Other freight cars,.....	0
Gravel cars,.....	0

TABLE F.

BUSINESS OF THE YEAR.

Miles run by passenger trains,	90,543
“ “ freight “	79,816
“ “ gravel and construction trains,	1,188
“ “ wood trains,	4,283
Number of passengers carried in cars,	93,139
“ “ miles traveled by passengers,	2,226,245
“ “ tons of freight carried in cars one mile, ...	2,377,232
Average rate of speed of ordinary passenger trains, including stops,	23 miles per hour.
Rate of speed of same when in motion,	25 “ “ “
Average rate of speed of express trains, including stops,	} none run.
Rate of speed when the same are in motion, ..	
Average rate of speed of freight trains, in- cluding stops,	8 miles per hour
Rate of speed when the same are in motion,	12 “ “
Rate of fare charged first class through pas- sengers, per mile,	2 1-2 cts.
Rate of fare charged first class way passengers, per mile,	3 1-2
Average rate of fare charged second class passengers, per mile,	none.
Rate per ton per mile charged on 1st class through freight, ..	3 cts.
“ “ “ “ 2d “ “	2 1-2 cts.
“ “ “ “ 3d “ “	2 cts.
“ “ “ “ 4th “ “	none.
“ “ “ “ 1st way “	7 1-2 c.
“ “ “ “ 2d “ “	3 3-4 c.
“ “ “ “ 3d “ “	none.
“ “ “ “ 4th “ “	none.

TABLE G.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE,

Ordinary repairs of road bed and railway,	\$21,533	71
Extraordinary repairs of road bed and railway, including widening cuts and embankments, rebuilding and repairing masonry, ballasting, &c.,	13,013	28
Cost of iron rails used in repairs, including chairs, and spikes, and cost of laying down.....		
Cost of repairs of iron rails,	3,080	67
Number and kind of cross ties used for renewals,		
Cost of the same, including the expense of laying down.		
Insurance and taxes on real estate,	1,584	57
Repairs of bridges,	4,393	53
" " stations,		
" " fences,	291	99
" " masonry,		
" " Building.....	2,919	66
Total,	\$46,817	41

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders, including rebuilding		
two Engines,	17,332	95
Depreciation of the same,		
Repairs of passenger and baggage cars,	2,775	34
Depreciation of the same,		
Repairs of freight cars,	8,477	66
Depreciation of the same,		
Repairs of tools and machinery in shops,	410	70
Oil and waste used about workshops,	163	24
Fuel and waste,		
Clerks		
Total,	\$29,161	89

TABLE H.

COST OF OPERATING THE ROAD.

Fuel, including cost of preparing the same,.....	\$20,273	7
Number of cords of wood used by locomotives,.....		
Number of cords of wood used at stations,		
Number of cords lost by fire,		
Number of gallons of oil,		
Number of pounds of waste,		
Cost of oil and waste for engines and tenders,.....	2,294	40
" " " " passenger and baggage cars,	220	10
" " " " freight cars,	1,677	27
Loss and damage of goods,	1,012	38
" " baggage,		
Damages for injuries to persons,.....		
Damages to property, including fire, and animals killed on the road.....		
Office expenses and stationery.....	1,041	68
Agents	9,972	18
Clerks,		
Labor, loading and unloading freight,.....		
Porters and watchmen,.....		
Switchmen,.....		
Wood and water station attendance,.....		
Conductors and baggage men,	13,461	88
Brakemen,		
Enginemen and firemen,		
For salaries of Trustees, President, Directors, Secretary, Treasurer, and Superintendent,	6,500	00
For printing, stationery and office expenses,		
For law expenses,.....	3,269	76
Total,.....	59,723	43

RECAPITULATION OF EXPENSES.

Maintaining roadway,.....	\$46,817	41
Repairs of machinery,.....	29,161	89
Operating,	59,723	43
Total,.....	\$135,702	73

TABLE I.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings

From passengers,.....	60,760	99
From freight,	102,815	41
From other sources,	9,250	00

Receipts.

From passengers,	60,760	99
From freight,	102,815	41
From other sources,	9,250	00

Payments other than for Construction.

For transportation expenses, viz :

For passenger business,	
" freight "	
" other "	
" interest on funded debt,	
" interest on floating debt,	
" dividends,	
" amount of surplus fund,	
Carried to surplus fund,	

VALUE OF MATERIALS ON HAND.

Wood, cords of,.....	2600
Oil, gallons of,.....	50
Iron rails, tons of, old,.....	75
Iron rails, tons of, new,.....	
Chairs, pounds of,	
Spikes, pounds of,.....	1500
Ties, number of,.....	
Iron and other metals unwrought,.....	} \$7,558 41
“ “ “ worked and partly worked,....	
Lumber,	900

Details of earnings for the year ending ——— 1859.

SOURCE.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	JANUARY.	FEBRUARY.
Through passengers, }	8,270 34	6,217 63	5,274 19	4,594 61	3,230 95	3,082 17
Way " }						
Through freight, }	8,847 42	11,734 12	10,501 92	6,945 10	5,268 77	6,219 52
Way " }						
Express, }	250 00	250 00	250 00	250 00	250 00	250 00
Transport of mails, }	520 83	520 83	520 84	520 83	520 83	520 84
Use of engines, }						
" " cars, }						
Rent, }						
Other earnings specified in detail as follows:..... }						
	17,888 59	18,722 58	16,546 95	12,310 54	9,270 55	10,072 53

Earnings. (Continued.)

SOURCE.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.
Through passengers,..... } Way "..... }	4,607 35	4,502 83	4,212 16	5,235 44	5,546 92	5,986 40
Through freight,..... } Way, "..... }	7,523 20	9,021 52	9,094 37	9,023 59	8,666 19	9,969 69
Express,.....	250 00	250 00	250 00	250 00	250 00	250 00
Transport of mails,.....	520 83	520 83	520 84	520 83	520 83	520 84
Use of engines,.....						
Use of cars,.....						
Rent,.....						
Other earnings specified in detail as follows:						
	12,901 38	14,295 18	14,077 37	15,029 86	14,983 94	16,726 93

TABLE J.

ACCIDENTS.

The number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

Whether any such accidents have arisen from carelessness or negligence of any person in the employment of the corporation, and whether such person is retained in the service of the corporation.

	EMPLOYEES.		OTHERS.	
	Killed.	Inj'd.	Killed.	Injured.
Trains thrown from the track,....				
Struck by bridge, while on top of freight car,				
Run over while on track,			2	
Injured at road crossing,				
Total,				
Total number of persons killed.....	2.			
“ “ “ “ injured, but not killed,				

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows:

The train was thrown from the track in the night near Pawlet station, and when running at a low rate of speed. It was caused by the wilful displacement of a rail.

One person was killed while lying upon the track near West Rutland. It was in the night and the person was supposed to be intoxicated.

One other person was killed at West Rutland, when carelessly walking upon the side track as the train was backing.

TABLE K.

EMPLOYEES AND COMPENSATION.

Master of Transportation and Clerks in General		
Office,.....	60 00	per month.
Master Mechanic,	83 33	"
Clerk,.....	30 00	"
9 Machinists, average,	1 54	per day.
1 Boiler and Tank repairer, average,.....	1 87	"
3 Blacksmiths, "	1 77	"
3 Rail repairers, "	1 41	"
7 Carpenters, "	1 45	"
3 Painters, "	1 42	"
7 Blacksmith helpers, "	90	"
5 Watchmen, "	90	"
1 Engineer, for Stationary Engine,	30 00	per month.
Foreman of Shop at Rutland,	56 00	"
6 Engineers,.....	60 00	"
1 Engineer,	50 00	"
7 Firemen,.....	30 00	"
5 Passenger and Freight Conductors,	50 00	"
2 Baggage and Brakemen,	35 00	"
8 Brakemen,.....	30 00	"
14 Agents, average,.....	40 78	"
Road Master,.....	83 33	"
12 Foremen of Sections,.....	35 00	"
50 Track Laborers, average,.....	85	per day.

OFFICERS OF THE COMPANY.

Directors.

T. H. CAMPBELL, *President.*

MERRITT CLARK,

GEO. F. EDMUNDS,

W. T. HART,

D. A. SMALLEY,

CHESTER SPENCER,

O. D. ASHLEY.

B. G. BATES,

F. E. WOODBRIDGE, } *Trustees.*

J. A. COWING,

STATE OF VERMONT, }
RUTLAND COUNTY, SS. }

RUTLAND VT., Sept. 29, 1859.

I, Frederick E. Woodbridge, depose and say that the facts set forth and statements made in the foregoing report, which has been signed by me, are true and correct according to the best of my knowledge, information and belief.

Signed,

FREDERICK E. WOODBRIDGE,

Managing Trustee.

Subscribed and sworn to before me this 29th day of September, 1859.

E. N. BRIGGS,

Master in Chancery.

J. ANNUAL REPORT

OF THE RUTLAND AND WHITEHALL RAILROAD COMPANY.

To Hon. George P. Marsh, Railroad Commissioner :

DEAR SIR :—There has been no change in the officers, management as to running cars, nor in any of the modes of operating the Rutland and Whitehall Railroad, since the date of the last Report of this Company.

The Road is in the hands and under the entire control of the Saratoga & Whitehall Railroad Company, who operate the same under a permanent lease, in connection with their road in the State of New York, and we can only say, that the lessees have punctually paid the rents stipulated in said lease and have operated the road of this Company, during the last year, to the satisfaction of the travelling and business public.

No accidents to the knowledge of the Directors of this Company, have occurred within the year, and the trains have been regularly run and have generally made satisfactory connections at Castleton with the Rutland and Washington train. Some embarrassment inevitably attend this connection and the travel and business upon this road is and ever will be subject to occasional interruption while this road is kept dependent upon the Rutland and Washington Road for reaching an eastern market. We are informed and believe that the track of this road is carefully inspected before the running of passenger trains every day ; but we have not the power or the means of answering the several pecuniary questions either affirmatively or negatively, except that this Company have fully maintained and kept up their organization agreeably to their charter in all respects.

In behalf and by direction of the Board of Directors,

WM. C. KITTREDGE, *Director of the*
Rutland and Whitehall Railroad Company.

STATE OF VERMONT, }
RUTLAND COUNTY, SS. }

I, Wm. C. Kittredge, one of the Directors of the Rutland and Whitehall Railroad Company on oath, depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by me are true and correct according to the best of my knowledge, information and belief. W. C. KITTREDGE.

Subscribed and sworn to before me this 10th day of October, 1859.

Signed,

H. G. WOOD, *Justice of the Peace.*

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NOTE.—Pages 56 to 80 of the Report of the Vermont & Massachusetts Railroad, should have been paged 56 to 72.

CHC
7-24-55

